

INDIAN

RAILWAY CONFERENCE ASSOCIATION

PROCEEDINGS

OF THE

CONFERENCE OF RAILWAY DELEGATES

ASSEMBLED AT

DELHI

DECEMBER 1918

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INDIAN RAILWAY CONFERENCE ASSOCIATION.

The following officers attended the Conference :—

PRESIDENT :

MR. J. WILLIAMSON, V. D., M. I. E. (Ind.), Agent, Bengal & North Western and Rohilkund & Kumaon Railways.

DELEGATES.

<i>Assam Bengal Railway</i>	MR. R. L. BLISS	Agent.
<i>Assam Railways and Trading Co. (The Dibru Sadiya Railway)</i>	MR. G. E. CUFFE	Agent and General Manager.
<i>Barsi Light Railway</i>	MR. P. A. EDWARDS	Agent.
<i>Bengal and North Western Railway</i>	MR. J. D. WESTWOOD	Traffic Manager.
<i>Bengal Doonars Railway</i>	MR. J. D. WESTWOOD	Traffic Manager, Bengal & North Western and Rohilkund & Kumaon Railways.
<i>Bengal Nagpur Railway</i>	MR. V. E. D. JARRAD	Agent.
<i>Bengal Provincial Railway</i>	MR. J. C. ROSE	Deputy Chief Commercial Manager, East Indian Railway.
<i>Bhavnagar State Railway</i>	MR. F. H. BIBRA	Manager and Engineer-in-Chief.
<i>Bikaner State Railway</i>	MR. J. FEARFIELD	Manager.
<i>Bombay, Baroda and Central India Railway</i>	MR. A. N. J. HARRISON	Agent.
<i>Bombay Port Trust Railway</i>	MR. D. G. M. MEARNS	Manager.
<i>Burma Railways</i>	MR. B. M. CROSTHWAITE	Agent.
<i>Calcutta Port Commissioners' Railway</i>	LT.-COL. H. H. HUDSON	Traffic Manager.
<i>Darjeeling Himalayan Railway</i>	MR. D. Y. ANDERSON	Traffic Manager and Secretary, Martin & Co.'s Light Railways.
<i>Dholpur State Railway</i>	MR. S. R. PHANSEY	Manager.
<i>Eastern Bengal Railway</i>	RAI BAHADUR B. R. SINGH	Agent.
<i>East Indian Railway</i>	MR. A. V. VENABLES	Agent.
<i>Gackwar's Baroda State Railways</i>	RAI SAHEB RAM KISHAN	Manager and Engineer-in-Chief.
<i>Goudal Railway</i>	MR. F. C. NISSEN	Manager and Engineer-in-Chief, Jamnagar and Dwarka Railway.
<i>Great Indian Peninsula Railway</i>	MR. L. WILSON	Agent.
<i>Gwalior Light Railways</i>	MR. E. J. HOPE	Technical Adviser to Administrative Officer.
<i>H. E. H. the Nizam's State Railway</i>	MR. P. H. MAFLIN, O.B.E., M.C.	Agent.
<i>Jamnagar and Dwarka Railway</i>	MR. F. C. NISSEN	Manager and Engineer-in-Chief.
<i>Jessore Jhenidah Railway</i>	Not represented.	
<i>Jodhpur Railway</i>	MR. J. W. GORDON, O.B.E.	Manager.
<i>Junagad State Railway</i>	MR. G. W. N. ROSE	Manager and Engineer-in-Chief.

DELEGATES—(concl'd.)

<i>Madras and Southern Mahratta Railway</i>	LT.-COL. R. H. STALLARD, O.B.E.	Agent.
<i>Madras Port Trust Railway</i>	LT.-COL. R. H. STALLARD, O.B.E.	Agent, Madras and Southern Mahratta Railway.
<i>Messrs. Martin and Company</i> (<i>The Howrah Amta, etc., Light Railways</i>)	MR. D. Y. ANDERSON	Traffic Manager and Secretary.
<i>Messrs. Macneill and Company</i> (<i>The Jorhat Provincial Railway</i>)	Not represented.	
<i>Messrs. McLeod and Company</i> (<i>The A. K., B. D. R., etc., Light Railways</i>)	MR. V. E. D. JARRAD	Agent, Bengal Nagpur Railway.
<i>Messrs. Octavius Steel and Company</i> (<i>The Dehri Rohtas Light Railway</i>)	MR. W. H. BURNAND	Chief Operating Superintendent, East Indian Railway.
<i>Morvi Railway</i>	MR. N. R. GREEN	Manager and Engineer-in-Chief.
<i>Mysore Railways</i>	MR. H. D. SINCLAIR	Agent.
<i>North Western Railway</i>	LT.-COL. W. MACRAE, R.E.	Agent.
<i>Porbandar State Railway</i>	Not represented.	
<i>Rohilkund and Kumaon Railway</i>	MR. D. A. FETTES	Deputy Agent.
<i>South Indian Railway</i>	SIR PERCY ROTHERA, K.T., O.B.E.	Agent.
<i>Udaipur Chitorgarh Railway</i>	MR. M. H. IRENS	Manager.

ASSOCIATION OFFICERS.

MR. B. LAWRENCE	General Secretary.
MR. S. S. STUBBS	Dy. General Secretary.
MR. T. CHRISTIAN	Assistant Secretary.

OTHER OFFICERS ATTENDING.

<i>Assam Bengal Railway</i>	MR. R. S. VIPAN	Traffic Manager.
<i>Bengal & North Western and Rohilkund & Kumaon Railways</i>	MR. I. W. CRUICKSHANK	Secretary to Agent.
	MR. G. F. D'ADHEMAR	District Traffic Superintendent.
<i>Bengal Nagpur Railway</i>	MR. A. DUNCAN	Transportation Manager.
	MR. G. ST. G. HIGGINSON	Supdt., Rates and Development.
<i>Bhavnagar State Railway</i>	MR. C. T. TRIVEDI	Auditor and Secretary.
<i>Bombay, Baroda and Central India Railway</i>	MR. H. P. BALL	General Traffic Manager.
	MR. J. J. C. PATERSON	Loco. and Carriage Superintendent.
	MR. R. W. F. BUTTERFIELD	Chief Auditor.
	MR. S. E. POVEY	Chief Electrical Engineer.
<i>Burma Railways</i>	MR. G. S. DARBY	Traffic Manager.
<i>Calcutta Port Commissioners' Railway</i>	MR. N. M. IRVINE	Chief Mechanical Engineer.

OTHER OFFICERS ATTENDING—(concl'd.)

<i>Eastern Bengal Railway</i>	MR. L. W. VAN SOMEREN	<i>Traffic Manager.</i>
<i>East Indian Railway</i>	MR. P. HACKFORTH	<i>Chief Engineer.</i>
	MR. V. S. SUNDARAM	<i>Chief Accounts Officer.</i>
	SIR HASSAN SUHRAWARDY, Kt., O.B.E.	<i>Chief Medical Officer.</i>
<i>Great Indian Peninsula Rail- way</i>	MR. J. B. REMINGTON	<i>Chief Transportation Superin- tendent.</i>
	MR. J. C. BARTON	<i>Chief Traffic Manager.</i>
	MR. H. CARTER NORBURY	<i>Chief Accounts Officer.</i>
<i>H. E. H. the Nizam's State Railway</i>	MR. D. B. TREVOR, O.B.E.	<i>Chief Commercial Manager and Chief Transportation Superintendent.</i>
	MR. R. H. NAILER	<i>Chief Accountant and Auditor.</i>
<i>Jodhpur Railway</i>	MR. E. E. C. PRICE	<i>Auditor of Accounts.</i>
	MAJOR G. F. EVANS	<i>Deputy Traffic Manager.</i>
<i>Madras and Southern Mahratta Railway</i>	MR. A. W. PARSONS	<i>Chief Transportation Superin- tendent and Traffic Manager.</i>
	MR. K. V. IYER	<i>Chief Auditor and Accountant.</i>
<i>North Western Railway</i>	MR. H. D. FURLEY	<i>Chief Operating Superintend- ent.</i>
	MR. F. R. HAWKES, O.B.E.	<i>Chief Commercial Manager.</i>
<i>South Indian Railway</i>	MR. A. J. F. MILLAR	<i>Chief Commercial Superin- tendent.</i>

INDIAN RAILWAY CONFERENCE ASSOCIATION.

Scale of voting power exercised at the October 1934 Conference.
(Fundamental Rule 10).

RAILWAYS.	Mileage open and under construction on 31st March 1934.	Half No. of votes on mileage basis.	Actual freight ton mileage for financial year 1933-34.	Half No. of votes on freight ton mileage basis.	Total No. of votes.
Assam Bengal	1,307	2½	258,058,919	3½	6
Assam Railways and Trading Co., (Tho Dihru Sadiya Railway) ..	92	½	12,434,823	1	2
Barsi Light	203	½	13,832,178	1	2
Bengal and North Western	2,194	3½	613,302,935	4½	8
Bengal Dooars	161	½	17,731,848	1	2
Bengal Nagpur	3,412	4½	2,342,730,827	6	10
Bengal Provincial	42	½	3,163,369	½	1
Bhavnagar State	308	1	35,723,784	1	2
Bikaner Stato	796	2	46,923,138	1	3
Bombay, Baroda and Central India	3,784	4½	1,702,015,405	6	10
Bombay Port Trust	7	½	5,412,000	½	1
Burma	2,097	3½	659,375,242	4½	8
Calcutta Port Commissioners	174	½	Not available.	½	1
Darjeeling Himalayan	151	½	5,189,320	½	1
Dholpur State	78	½	2,704,205	½	1
Eastern Bengal	1,998	3	721,442,173	4½	8
East Indian	4,395	4½	5,807,325,405	6	10
Gackwar's Baroda State.. .. .	611	1½	30,179,369	1	3
Gondal	190	½	21,235,529	1	2
Great Indian Peninsula	3,728	4½	2,530,927,406	6	10
Gwalior Light	295	1	8,120,092	½	2
H. E. H. the Nizam's State	1,348	2½	347,564,676	3½	6
Jamnagar and Dwarka	158	½	15,990,951	1	2
Jessore Jhenidah	37	½	Not available.	½	1
Jodhpur	992	2	124,019,864	2	4
Junagad Stato	196	½	13,320,977	1	2
Madras and Southern Malratta	3,230	4½	1,201,452,131	5½	10
Madras Port Trust	4	½	1,873,228	½	1
Messrs. Macneill & Co., (Tho Jorhat Provincial Railway)	33	½	Not available.	½	1
Messrs. McLeod & Co., (Tho Ahmadpur Katwa, etc., Light Railways) ..	151	½	4,165,768	½	1
Messrs. Martin & Co., (Tho Howrah Amta, etc., Light Railways) ..	334	1	7,951,348	½	2
Messrs. Octavius Steel & Co., (Tho Dehri Rohtas Light Railway) ..	33	½	Not available.	½	1
Morvi	103	½	11,708,464	1	2
Mysore	450	1	25,063,727	1	2
North Western.. .. .	7,092	4½	2,544,266,765	6	10
Porbandar Stato	42	½	2,884,933	½	1
Rohilkund and Kumaon	571	1½	99,779,015	1½	3
South Indian	2,527	4	535,351,337	4	8
Udaipur Chitorgarh	146	½	5,019,010	½	1
			TOTAL ..	..	151

PROCEEDINGS OF SATURDAY, THE 6th OCTOBER 1934.

The President Mr. J. WILLIAMSON, opened the Conference with the following address :—

GENTLEMEN,

On behalf of the Indian Railway Conference Association I wish to welcome and express our pleasure at the presence of Sir Joseph Bhore, the Hon'ble Member, Sir Alan Parsons, Sir Guthrie Russell, the Chief Commissioner for Railways, and the Members of the Railway Board.

This Conference meets, if not in the inspiring atmosphere of the Railway Board's office, in at least more commodious and suitable accommodation than that which was available last October and I am sure you will wish me to convey our thanks to Sir Shanmukham Chetty for the use of this very pleasant room.

As it was found that the dates fixed last October for this session of the Conference would not conveniently fall in with the various other duties which devolve on Agents at this time, the dates were advanced and I hope that this change has in no way inconvenienced any of you.

We miss, this year, several well-known faces. Many of the leading personalities in the Railway world have, under the inevitable superannuation rules, disappeared from our midst; Sir George Colvin, Sir Hugh Hannay and Mr. C. V. Bliss, for so long our General Secretary, are now continuing their activities in other spheres while others are on leave.

We have to congratulate Sir Hugh Hannay and Sir Maurice Braysbay on the Knighthoods conferred on them. This recognition of the long and responsible service of these gentlemen cannot but be appreciated by all railwaymen.

We welcome Mr. A. V. Venables of the East Indian and Mr. Wilson of the Great Indian Peninsula Railways as well as Colonels Macrac and Stallard and Mr. Edwards to this their first Conference as delegates.

I would mention with regret the death of Mr. J. R. Reynolds, late of the Bombay Port Trust Railway who, as a delegate, attended the Conference between the years 1916 and 1927.

I regret that, if rumour is correct, this is the last occasion on which we shall have the pleasure of Sir Joseph Bhore's attendance as Hon'ble Member for Railways at our meetings. Three years ago Sir George Rainy referred to the fact that he was unable to hand over the railways to his successor in the same flourishing condition as he received them from Sir Charles Innes. In this respect Sir Joseph Bhore's position is a much happier one; if he is unable to hand over the railways to his successor in such a flourishing condition as we should all like to see them, he can at least claim that he hands them over in a very much better state of prosperity than obtained when he took charge of them in 1932 and that we are now in a position to think about things in a more expansive mind than we have been able to do for the past few years. I am sure I am expressing your feelings when I say we much regret that Sir Joseph Bhore is leaving us and we may be permitted to congratulate him on having the satisfaction of knowing that it is with his assistance that the railways have been able, if not to make a complete recovery, at least to reach the stage of convalescence.

This I understand will be the last Conference at which Mr. Raymond Bliss of the Assam Bengal Railway, Sir Percy Rothera of the South Indian Railway and Rai Bahadur Singh of the Eastern Bengal Railway, will be present. Mr. Bliss's first appearance was as far back as 1911 so that he has attended Conference sessions with few exceptions for 23 years.

I would like to say how deeply conscious I am of the great honour you have conferred upon me in appointing me President of the Association for the current year and regard my position here today as the culminating point of a Railwayman's career. I thank you!

This also, will probably be my last Conference in Simla. Brief as has been my experience compared with that of others here, I have always been impressed by the benefits afforded by these Conference gatherings in meeting and exchanging views with other representatives from so varying and divergent parts of the

land and by listening to their experience, not only when in Conference, but also during informal talks and social intercourse elsewhere. May I also say that the kindly feelings of brotherhood engendered by the intimate association with those who control our vast Railway organisation is not to be disparaged.

The departure and impending retirement at no distant date of quite a number of senior Agents, so long delegates of the Conference, clears the deck for a younger generation, pleasing to advocates of the 'youth and push' school, who would ruthlessly scrap the steadying elements of age and experience. Without doubt however the future of railways, with an ever pressing need for elasticity and adaptation to the rapidly changing conditions and progressive development of the present times, will be assured under the administration of the coming generation of Agents.

The Agenda for this session presents, for our consideration, the Reports and Resolutions of the various Committees and Sections which will, as usual, be introduced by their Chairmen.

The annual Meeting of the Engineering Section which has been in abeyance since 1930, was resuscitated this year and will, it is hoped, be continued in future years. Even although there may be no subjects of great importance for discussion, these meetings afford our Engineers the opportunity of exchanging ideas on professional matters and maintain a personal contact which is of great value to their Administrations.

Apart from the routine business which will be brought before us later on there are several Subjects of special importance to which I would now refer.

Revision of Conference Regulations.—Last year the Conference resolved that the General Secretary should prepare a revision of "Conference Regulations", Part I, with the primary object of embodying several recommendations arising from proposals put forward by Mr. Jarrad when President of the 1932-33 Conference for the re-organization of the Indian Railway Conference Association. Briefly these were :—

That there be two regular Meetings of the Association annually (in the spring and autumn), the Spring Meeting to be cancelled should it be considered that Subjects of importance were insufficient to justify it.

That 'ad hoc' Committees should be appointed if and when required for examining and co-ordinating views on questions affecting railways in particular areas and centres.

That the Commercial Committee be given authority to notify its decisions on Subjects of minor importance without prior reference to all railways, as is at present required by Conference Regulations, this authority being limited to the General rules contained in the Coaching and Goods Tariffs and certain allied Rules.

As it was also considered that the Conference Rules, Part I, required revision in the light of modern conditions and should provide for the more expeditious business of the Association, their revision was undertaken.

The General Secretary's revision was examined in detail by myself and my Executive Council which, towards the end of July met in Calcutta, and the resulting draft will be considered during this session prior to its presentation to the Railway Board and Boards of Directors of Company Railways. As will be gathered, the objective is to provide ways and means whereby the Association will be enabled more speedily to dispose of not only important matters but routine business also, a need demanded by the ever increasing activities of the country's industries and commerce as well as in the interests of railway Revenues.

Economy.—Within the last four years the need for economy has been thrust upon our notice in a very forcible manner. The record of economies effected is something of which Indian Railways can feel proud, since they have not been effected at the cost of efficiency; for I think it may be claimed justly that the Railways of India have never been more efficient than they are today. In spite of our having to 'economy', the record has been one of consistent if slow progress—which is just what it should be—and it is lamentable to have to admit that while the standard of service has advanced the results of working have failed to keep pace.

Whilst economy has never been so necessary as it is today, when all classes of Railway servants have had their noses rubbed in it *ad nauseam*, it may not be out of place to remind ourselves that economy is at all times a duty, for without it we can never hope to fulfil the very essence of our existence in a country of such vast distances as India, namely, the cheap transport of humanity and its needs. The world of peoples, like the quaking earth under our feet, is in the throes of a great adjustment of strains and stresses. Its moment of madness is passing, not without convulsion, and there can be no lasting peace or contentment till it has settled back into the balanced economic equipoise of pre-war years. That we have a long way to go before we settle down on the level, so to speak, is apparent from a comparison with old standards of our rates and fares, to say nothing of our working costs. The sad part of it, of course, is that we must bring down the costs of operation before we can embark with any confidence on a systematic reduction of rates and fares. The operating ratio is a stubborn and indigestible fact.

For the vast masses who live by the land India is a poor country and their needs require cheap transport. A policy that has steadfastly been kept in view by those who have so successfully guided the railways I serve, is that it is more profitable to the country at large, as well as to railways, to carry two passengers for six pice each rather than one passenger for one anna and 1,000 tons of goods for Rs 1,000 rather than by high rates carrying only 500 tons for the same amount.

The effect of reduced passenger fares is now being tested on two State Railways, an experiment which will be watched with interest. But however great the ambition may be to follow such a policy, there is little hope that at the present time railway income will be increased by any lowering of rates and fares.

The welcome improvement in Railway traffic of the past few months would seem to bear out that, even if the long hoped for trade revival has not begun, the trough of the depression has at last been reached. I believe that our present-day trade conditions are now somewhere about a normal level and that any quick return to the fortuitous and abnormal post-war boom prosperity which came to an end five years ago cannot be expected unless some disruption elsewhere in the world induces a great quickening of our export trade. For instance, this year's crop shortage in the American Continent due to drought will not unlikely, for the time being, stimulate a healthier movement of Indian cotton and of wheat and other food crops.

According to the Indian Trade Commissioner in London the Ottawa agreement, under which certain preferences within the Empire have been secured to Indian goods, has brought about a considerable advance but in summing up the general World conditions during the past year the Trade Commissioner states that, if anything, there has been a deterioration.

Over the few years prior to 1914 the progressive growth of gross earnings gave a yearly increase of just over 4 crores of rupees. Should the present encouraging upward trend continue a balanced budget looms in view but the time is not yet when any material lowering of rates and fares can be hoped for.

As has already been mentioned, never perhaps in the history of our railways has there been so intensive a campaign against working expenses or operating costs under all abstracts of classification than has been carried on during the past few years. Staff of all ranks and grades has been reduced; a percentage cut applied to salaries and wages; rehabilitation of works and stock has had to be slowed down; expenditure on ordinary maintenance reduced to the minimum compatible with safety and, although the search for further economies is not relaxed, whatever may yet be effected will represent no great sum of money compared with the deficit. Basic scales of pay especially in the superior and upper subordinate grades have been greatly reduced for new entrants but some years will elapse before such reductions will have any noticeable effect on the wage bill.

Compared with wages paid by business and industrial concerns generally and to workers on the land, the emoluments of railway employees are not low; in fact the standard is high and whatever may be the dues of workmen in other

callings, railwaymen enjoy a sheltered employment and wages of a purchasing value much increased by the fall in prices.

But, although railways claim to be commercial undertakings, the vast number of employees dependent on them introduces considerations of economic and political expediency which have retarded more intensive retrenchment and reduction of the salary and wage bill.

A factor, not to be overlooked, which has led to a considerable rise in working expenses, is the high import duties imposed on practically all material used by railways, very especially on steel. The development of indigenous industries which are supposed to be protected and assisted by these tariffs, is undoubtedly necessary to the growth of the country but it is to be hoped that the day is not far distant when they will arrive at a state of efficiency which will enable them to stand on their own feet and compete on level terms with the outside world.

Pope Committee.—One phase of this zeal has manifested itself in the appointment of the Committee under the direction of Mr. F. A. Pope to suggest methods for improvement of efficiency and economy—a practical step which is likely to be of the greatest value to all of us, on all railways and in all departments. The real difference in value between this Committee and similar bodies appointed for the same purpose by individual Railways at the outset of the wave of stagnation is that it brings to bear on our problems the accumulated experience of highly efficient organisations elsewhere. Its efforts from first to last are directed to practical ends with no redundant frills. The reports of this Committee therefore have a special value since they cannot fail to stimulate and direct scrutiny into unexplored channels.

In their second report, that of this year, various further suggestions towards improved efficiency and economy are put forward, to one of which—the question of rates and fares, I would especially refer; the views of the Committee being, “that too rigid a structure of rates and fares is not a commercial asset to a railway. Revenue can be increased under certain conditions by reducing rates and fares, and under others by increasing them. Where rates and fares cannot be economically reduced under existing conditions, the conditions of operating cost must be examined: for example the provision of light units should be encouraged if it admits greater frequency of movement, and thus tends to attract passengers. The substitution of light units with less operating cost and greater frequency of movement for heavy passenger trains is the best method of competing with motor transport on branch lines, and on main lines within comparatively short distance of large towns to deal with bazar traffic and traffic to and from law courts”.

These views I entirely endorse.

In the Presidential Address of last Conference Sir Hugh Hannay mentioned the advantages to be gained by introducing quick and frequent services of light trains with cheap return tickets. It has to be remembered that the problem of meeting road competition varies with local conditions and circumstances. In the vicinity of large centres greater difficulties will be met with than in rural districts with poor roads. The policy now advocated by the Pope Committee, introduced some four years ago by my Administration, with III class fares slightly under 2 pice per mile of single journey and light trains, or shuttle services, scheduled to best suit the convenience of our customers, chiefly litigants and traders doing business in district centres, have shown encouraging results.

Further, low station to station or special rates for merchandize can be and are freely quoted.

Revision of the general classification of goods.—At the present moment the energies of two Committees of the Conference Association are bent on special subjects which have been prominent in past years and will come before this session for deliberation.

One of these Committees has completed the preliminary ground work for an extensive Tariff Revision, by delineating the statistics required for an examination of the structure of our tariffs and the financial effect of alterations contemplated. A revision of this kind which has as its object the stimulation of traffic without

needless loss of revenue, the simplification of a complex system of charge fixation and perhaps the modification, if not the reversal, of equally old rating principles, is an undertaking which cannot be hurried unduly. We are dealing with a firmly established structure which has grown and been modified from time to time as the result of experience and which has weathered criticism and met the conditions of trade very efficiently in the past. The classification of goods consisting of six classes was introduced in 1900. In 1910 the General Classification came into existence the exceptions to which this gave rise being gradually reduced to a very small number. This was all to the good. In 1921 the classes were increased from 6 to 10 and the revision of schedules has still further made for uniformity. There is one disadvantage, however, which we have not yet succeeded in overcoming. The telescopic schedules which we have agreed on do not operate on through distances and a large proportion of long lead traffic can therefore move only on a combination of special rates agreed on by the Railways forming the route. If it is possible to introduce a telescopic classification and schedules to operate on through distances a considerable step towards simplification will have been taken as these would have the effect of eliminating gradually a large number of the special rates so necessary at present. But whether this is possible and whether their introduction will make it easier for the uninstructed to find his way about the tariff I should not care to predict.

A further object which is being kept in view is the adjustment of classes at intervals which will represent a fair actuarial difference between railway and owner's risk. The difficulties in the way of this are manifest, as risk varies with the commodity handled, certain commodities having a greater inherent tendency to damage than others. This fact alone may demand the multiplication of classes. But it should not be forgotten in our anxiety to achieve elasticity that as calculated rate lists have to be published for every class and every schedule adopted, from every Junction with a foreign Railway, each additional class and schedule introduced will add to the already considerable bulk of the tariff.

Motor competition.—The Second Committee to which I have referred is No. 26 under the Chairmanship of Mr. Fettes which has engaged itself with the menace of road competition.

Amongst other conclusions come to by this Committee is this;—it is of the greatest importance that Provincial Governments should push forward as quickly as possible with the amendment of their rules under the Indian Motor Vehicles Act, in order that motor transport may be brought under effective regulation, inspection and control such as is imposed upon Railways under the Indian Railways Act.

For Light Railways in particular this is a matter of great urgency as they especially have been affected by road competition and are unable under the existing conditions to venture upon measures to improve their services without which their struggles against road competition will be unavailing. They have been so hard hit of recent years that it has not been financially possible for them to improve their track and other works to admit of accelerated speeds.

In this connection the proposed rules under the Indian Motor Vehicles Act, recently published by the United Provinces Local Government to tighten up control of motor transport, are to be welcomed as a move in the right direction.

In Indian States the problem of motor competition has, it would appear, been largely solved and unrestricted competition with railways brought to an end by means which have varied in the different States.

In British territory a definite step taken has been the passing of the Indian Railways Act amendment bill. This measure does not appear, however, to be of great value at present because it does not seem possible for Railways to compete on the roads against private buses unregulated and uncontrolled as regards fares, time-tables and maintenance; and further, it does not place railways on an equal footing with the private owner. There is no need to dwell on the importance of this to Railways—that has been already done on many past occasions—but there is one subject on which I feel very strongly and that is the obligation imposed on Railways of acting as Municipal tax gatherers. I hold that this is no part of the legitimate duties of a railway. The collection of taxes especially in the form of "pilgrim tax",

has an indirect as well as a direct and far-reaching effect on railway traffic. It puts a railway at a hopeless disadvantage with its competitors, even where the railway route is not longer than the direct approaches to a pilgrim centre by road. In order to compete with motor traffic in such circumstances Railways would have to reduce their fares to a point which transferred the burden of the tax from the "pilgrim" to themselves. As was only to be expected, the stifling effect of this taxation has made itself very sharply felt in the last few years when money has been scarce, for not only has it diverted to the road-lorry and cart, especially during melas, a large volume of the traffic which has hitherto been carried almost entirely by rail but it has contributed in no small measure to a remarkable and progressive decline in pilgrim traffic generally. Pilgrimages are seldom made alone; the unit is the family or the village party and the additional expense may be considerable. Why, therefore, go by rail if by taking a bus one can avoid the tax? But an important aspect of the difficulty which should not be overlooked is this, that the discouragement of melas, which used to be a fruitful source of revenue, is doing definite and enduring harm. It is educating the public to do without something to which it has been habituated by ancient and religious custom. It is a definite breaking up of what has come to be known as the travel habit. I cannot believe that this view of the case has been fully realized in the past and would suggest that Government be invited to reconsider an invidious state of affairs which is handicapping Railways out of the race and incidentally reacting adversely on its revenue.

This has been specially stressed by the Pope Committee in recommending that special endeavours should be made by railways to induce travel to places of religious and other importance.

The Ticketless Traveller.—Let us leave for a moment the honest pilgrim willing to pay his way and consider an old acquaintance for whom the Railway still continues the favourite mode of conveyance, the ticketless traveller. Of the many methods of increasing revenue one of the most important is undoubtedly the effective check on that constant leakage to which Sir Hugh Hannay referred last year, resulting from the somewhat friendly spirit of the Railway Act for this section of the travelling public. As he aptly put it, "the honest passenger is paying for the dishonest one" and it is not too much to say that this constant drain on revenue has militated as much as anything to delay the much desired reduction of fares generally. From the latest records available, those of 1933, the number detected without tickets on all railways during that year was 2,900,000. I might mention that during the last financial year the recoveries made by ticket collectors on the Bengal and North Western Railway represented 1.72 per cent. of the total passenger earnings and one cannot get away from the fact that the number detected is only a negligible proportion of the delinquents. The losses may, I think, be placed at over 5% of passenger earnings even where efficient checks are in operation. As matters stand at present the ticketless traveller is gambling with practically all the odds in his favour, for if he is caught he has little to lose and less to fear. Nor is the fascination of this form of fraud confined to the lower classes which is in itself a bad thing, since the growing belief that anything is legal which the law cannot prevent is a source of insidious corruption. It is a strange thing indeed that the public attitude towards the ticketless travellers should be one of sympathy, an attitude which may be illustrated by quoting a subject which was put up before a recent Railway Advisory Committee—here it is; the occasion being that of an organised surprise check with the assistance of a Magistrate and the police.

"Lack of arrangements for prohibiting people from entering a train the passengers of which are going to be subjected to a Magisterial checking, or warning that if they do so they do it at their own risk."

In this particular check the number of delinquents brought before the Magistrate was 103.

We may fairly claim that every reasonable method to counter this evil has been tried as recommended by the Central Advisory Committee.

The surprise checks I have just mentioned were introduced some two years ago on the Tirhut Sections under the Administration of my Railways, in collaboration with the local Civil Officials. Trains are checked at selected stations; offenders

detected either without or with short journey tickets being brought before a Magistrate on the spot and there and then disposed of. As a deterrent to the habitual offender and a saving of time and expense to both Government and the Railway, the result of this experiment was so marked that the process has since been extended to other Districts. Although of very great assistance such measures cannot, however, be regarded as the last word in stopping such leakage from railway revenue or safeguarding the Tax-payer.

As has already been represented by Railways, an amendment of the Indian Railways Act is required to render the offence cognisable and the punishment, imprisonment or fine or both and it is to be hoped that such an enactment will be no longer delayed.

Rail-Air.—The Railway Board have for some time had under consideration and a few days ago discussed with Agents the policy to be adopted by railways in relation to the development of Civil Aviation. In Britain and other countries there is an ever increasing tendency for railways to either themselves operate Air lines or to link up with Air-way companies. The South African Railways seem to be progressing even further by taking over the Air-way lines in that country with the intention of working them as a department in close co-ordination with Government Railway services.

The Government of India has now under consideration an extensive scheme for the development of Civil Aviation, such as improving aerodromes and providing more landing grounds along the principal routes between large centres. I understand that the floating of a Company with considerable capital to run regular services throughout the country is in contemplation.

At last October's Meeting of this Conference the Director of Civil Aviation gave us some information about Air transport in India. During the past year little advance appears to have been made and although the possibility of Railways owning and operating Air Services has been examined nothing has definitely materialised. The development of Commercial aviation in this country will without doubt progress rapidly and it is necessary that Railways do not delay in taking active measures to co-operate with Air-ways so that this important aspect in the development and speeding up of transport be not deferred.

Extraordinary items of operating costs.—During the past year the heavens and earth have treated India unkindly. Unusually severe floods in Assam, Bihar and the United Provinces played havoc with many miles of rail; the earthquake of January devastated North Bihar, destroying towns and communications; and the damage done to the training works of the Hardinge bridge spanning the Ganges on the Eastern Bengal Railway, are calamities which have hit Railway Revenue heavily.

An "Act of God" is a frequently used expression and, I believe, a legal term in explaining such a catastrophe as an earthquake. The Hardinge bridge trouble is, however, not an unexpected or unusual occurrence in the early struggles of an alluvial river such as the Ganges, when harnessed by training works and guide-banks against which in its efforts to break free it will swing and surge, until sooner or later under the ever changing attacks,—it may be many decades according to the periodical swing of the river—aprons have dropped into position and the defences have been fortified to resist any attack.

The repair and up-keep of the training works of bridges are a routine function of the Engineering staff and the cost a charge against the earnings of the Railway.

It may be thought that these remarks should more appropriately be addressed to a body of Engineers but, as an Engineer and Agent of railways where such problems are constantly being dealt with, I take this opportunity of referring thereto for two reasons.

Firstly, it has been asserted by a representative of the people, presumably in all seriousness, that the bridging of large rivers has been a failure and waste of public moneys and should be abandoned, a mentality I do not profess to understand. It surely cannot be doubted that only by such great feats of Engineering carried out with courage and enterprise have trade and travel been advanced, expedited and made safe.

The legacy bequeathed to succeeding generations of Engineers is their maintenance requiring foresight and skill in no way inferior to that displayed by the builders of our great bridges.

Secondly, to remind us that such abnormal vicissitudes of railway maintenance do unfortunately militate against the so greatly wished for reduction of operating costs.

Road-rail Crossings.—As being of special interest to Railways in these times when road traffic, formerly local, is being ever increasingly transformed into high speed traffic, the adequate protection of level crossings comes more and more before Administrations.

This question was recently examined by the International Congress Association and amongst other conclusions summarised were :—

“ That in the United States the number of guarded level crossings is diminishing, that in certain States gates are not considered as satisfactory for fast road traffic and they are replaced by written notices, flashing signs or by keepers who stop the road traffic when a train approaches.

That in Europe efforts are now made to announce the arrival of trains at guarded level crossings with heavy traffic.

That the suppression of gates would signify a progress because halts on the road would be reduced to a minimum and the risk of accidents caused by closed gates independently of the passage of trains would be eliminated.

That, in the case of level crossings where traffic is of average intensity, appropriate signalling to the road traffic is not inferior to that given by gates.”

The Signalling and Interlocking Standards Committee of the Railway Board has recently had this matter under examination and the conclusions come to are, briefly that, except at special and important crossings where it is necessary to fully signal and display lights to rail and road, the lights on gates cannot be considered as a signal to an engine driver but to the road user only who by direction of conventional signs standardized throughout India should be warned to approach and proceed across a level crossing with due care.

Given these warning indications the onus of crossing the rail should rest on the road user just as on roads where road conveyances run at speeds greater than those permitted on many railways no gates are provided at cross roads and the road user passes such crossings at his own risk.

Broad Gauge Wagon Pool.—I would make a passing reference to the question of the supply and replacement of broad gauge wagons. The Agenda of this session provides for this matter receiving the attention it deserves and I allude to it here as it appears satisfactory that the recent improvement of traffic renders the consideration of this question of wagon supply necessary, a matter which has, for obvious reasons, not drawn much attention to itself in the past depressed years.

Future Constitution.—A matter of high policy and politics to which I would make allusion and that delicately, is the future of railways under the impending new Constitution.

There is reason to believe that men who matter in the land, those whose business and livelihood are intimately concerned with transport, members of the numerous Chambers of Commerce and many of our representatives in Provincial Councils and the Assembly realise increasingly that the fullest measure of service which railways can render the country is only to be secured by the entire dissociation of Administrations from any influence tending to affect their operation as purely Commercial organizations expected to pay their own way without being a burden to the tax-payer. It can only be hoped that the proposed ‘Statutory Railway Board’ aimed to this end, succeeds; but, if I may hazard a prophecy, it is not improbable that at no distant time India with her diversity of peoples and their

conflicting interests will come to realise the many difficulties which beset the working of a commercial undertaking through the Agency of a State service condemned by other countries under more favourable circumstances and that public opinion, so strongly in favour of nationalization in 1920 when the Aeworth Committee held its enquiries, will incline towards the views of the moiety of that Committee favouring Company management. Most railway systems are now either entirely or partially State property and, leaving out strategic lines, successful operation on commercial principles by Companies domiciled in India with shareholders and directorates holding a substantial stake in the Capital, should not with a progressive India be impossible to establish and finance.

Unemployment.--The sad queue of applicants for employment who pass before us, many of good stamp and education, is to those whose feelings have not become blunted a problem touched with pathos.

The great majority look for openings in the clerical branches or possess professional qualifications. The market for men of this type has for long been overcrowded. In western countries under the force of similar circumstances men quietly sink their pride and take whatever offers, even to manual or what is known in this country as menial work. In labour gangs, in the stokehole and such inferior positions are to be found professional men and others of high education and scions of ancient lineage.

I do not suggest that this example could be followed by the educated unemployed of this country where the prejudice of caste and physical considerations are so different. But to parents, especially railway employees whose sons should naturally follow in the same line, I would broadcast this advice; forsake the great ambition to see your sons possessed of University degrees, educated for collar and cuff jobs where openings are few and far between. Far rather start them off with a good elementary education and if possible a technical training. Should nothing better be obtained let them commence their career at the bottom of the ladder in one or other of the outdoor grades where an intelligent keen lad can earn fair wages and has every opportunity to work into the upper subordinate ranks or even higher. For practical mechanics, electricians, steel erectors and such like skilled craftsmen, there is and always will be a demand not only by Railways but in Mills and the numerous industrial concerns which are so rapidly springing up in this country.

Gentlemen! the agenda before us next week is not light but will I hope not prove onerous. The real burden has been borne by the Chairmen and Members of the various Standing Committees who throughout the year and during the past few days, have been labouring behind the scenes and have, as it were, set the stage for us.

The Hon'ble Sir JOSEPH BHOORE, Member for Commerce and Railways :—

Mr. President and Gentlemen :—This is I fear the last occasion on which I shall have the pleasure of welcoming the Conference to Simla and wishing success to its deliberations.

Much has happened of interest to Indian Railways since you, Gentlemen, met last year in the more Spartan environments of the Railway Board's Offices. The Bihar earthquake which brought death and desolation to a fair province and its teeming population affected no less than three of our major railway systems. Of these, the B. & N. W. Railway were the severest sufferers. The havoc caused is now a matter of recorded history. Disasters such as this evoke what is best as well as sometimes what is worst in human nature. Let me take the brighter picture, the fortitude and heroism of the victims and the energy and resource of those on whom devolved the duty of bringing relief to the stricken province and of repairing the consequences of the disaster. You, Mr. President, preside also over the administrative destinies in India of the railway system which suffered so severely from the earthquake and I would like to offer our warm appreciation of what you, your officers and staff have done in restoring communications under conditions of the greatest difficulty and under the severest pressure of time, since every day's interruption involved consequences of most serious moment. The energy, determination and skill exhibited in restoring railway communications in Bihar have been so conspicuous as to earn recognition from

every quarter. In singling out the B. & N. W. Railway for special mention, I must not be taken to be lacking in appreciation of what the other affected railway systems have done in dealing with the effects of the disaster but by far the most serious dislocation of railway traffic and damage to railway property occurred in the region served by the B. & N. W. Railway.

Despite convulsions of nature, despite earthquake and flood, however, it must have come as a relief to all of you responsible for the administration of railways, as it has undoubtedly to the Government of India, to find a steady expansion in the volume of traffic handled, an expansion up to the present at least substantially in excess of our anticipations. Ultimate recovery is part of the general world economic problem but railways have done what they could to assist by a reduction of freights and fares wherever this was possible, having due regard to the guiding principles from which they cannot depart. It must be made quite clear that any reduction which is not in accord with the commercial principles on which railways are expected to operate cannot be justified from the point of view of sound railway administration. The clamour for reduction too often overlooks the simple fact that if rates are charged which are not economic the burden must fall eventually on the general tax-payer. It is therefore in the public interest that demands for reduced rates should be most jealously scrutinised.

A subject of prime importance which is engaging the active attention of the Conference is the question of the revision of the Classification of Goods. The existing classification is largely based on conditions which it is contended bear little relation to the altered circumstances of the present day and it is urged that it is hampering the development of commerce, trade and industry. I have already made it clear in the Legislative Assembly that while the matter is under continuous examination considerable time must of necessity elapse before final conclusions are reached and that before these are acted upon commercial opinion will be allowed fully to express itself.

Gentlemen, when one is called upon for a number of years in succession to address the same gathering it is a little difficult always to avoid iteration or anticipating what you know someone else is intending to say. But re-iteration may sometimes be not without value and if I venture to repeat what I have said on more than one occasion, in more than one connection, it is because I feel there is the fullest justification in the importance of the subject and the necessity for finding a sound and satisfactory solution of the difficulties with which we are faced. The competition which railways are experiencing at the hands of rival means of transport has been engaging our very serious attention now for some time. It is not a passing phase. It is a permanent challenge which will grow in intensity and which will, I believe, be felt eventually in fields not yet seriously threatened. The projected developments in Civil Aviation in India are significant and I would ask you to remember that the impossible of today is the commonplace of tomorrow. Scientific research may quite conceivably and perhaps sooner than we imagine, cut down by a substantial margin today's operating costs of motor transport. Whatever may be the strictly narrow railway view of such competition, present and prospective, we must all admit that in the larger interests of the country it is good that it should exist, for only through such rivalry can the public be assured of the maximum efficiency in service at a minimum cost. Apart from everything else such competition is inevitable and there is only one sound method of meeting it. So long as Railways do not live in the past, so long as they endeavour strenuously to meet fully, efficiently and effectively the ever varying demands of the present and yet keep their eyes searchingly on the future and its possibilities, so long and no longer will they endure successfully. I know that Railways have begun fully to appreciate these facts and to react to them.

Let me, in conclusion, wish the Conference now and in the future success in tackling and solving the many knotty problems which face the railways in India. Each year will bring new difficulties and you must be prepared for a life of constant struggle. You have lost recently many of your distinguished members, rich in knowledge and experience of railway administration and when next you meet, you will unfortunately be without some more who are present here today. But if your ideal is the highest efficiency at the lowest cost, the railways will continue for many a long year to come to serve this country's needs as successfully as in the past.

SIR GUTHRIE RUSSELL, Chief Commissioner of Railways :—

Mr. President, Sir Joseph Bhore and Gentlemen,

It is now two years since I had the honour of addressing this Conference. Two years ago when we met we were just at about the bottom of the depression in our railway earnings; there were little signs of a revival of trade and it was extremely difficult to take anything but a pessimistic view of the future. Today, if we are not exactly on a wave of prosperity, there are definite signs that we have turned the corner and that within the no very distant future the railways of India will once again be paying their way. The situation was summed up by His Excellency the Viceroy when he addressed both the Houses of the Legislature on the 29th August as follows :—

“I should like also at this stage to make a brief reference to the financial position of our Railways. This, as you are aware, has not been all that could have been desired during the past two or three years, though in comparison with most other countries throughout the world we may be said to have escaped lightly. The situation this financial year shows much better prospects. Our earnings are better by over Rs.1½ crores than they were for the same period of last year. In the nature of things we may expect set backs but I am optimistic enough to think that these, if any, will be temporary and that the increased prosperity of our Railways is at least an indication of a general revival of trade and commerce throughout the country.”

Since that date we have gone still further ahead. Our earnings are now over 2½ crores better than they were for the same period of last year. One of the most pleasing features of the situation is that this increase has been obtained with a very small relative increase in working expenses. This result reflects very great credit on railway administrations and is an indication that they realise that even though times may now be more prosperous there should be no relaxation of effort towards economy and efficient operation.

The choice of Mr. Williamson as your President in these still difficult times appears to me to have been a particularly happy one. I know of no railwayman in India who is better fitted to deal with the problem of restoring prosperity to our railways. I know that his vast experience of administration will be freely placed at the disposal of the Conference and through the Conference at the disposal of the railways of India.

Mr. Williamson has already given many years of valuable service to India but the work he has done in restoring the Bengal and North Western Railway after the devastation caused by the earthquake last cold weather will rank as one of the greatest achievements of an Indian Railwayman since railways began. I may say that I went over a part of the devastated area shortly after the earthquake and was amazed by what had been done to get traffic through and to cause as little inconvenience to the travelling public and mercantile interests as possible. Sir Joseph Bhore has already referred to the great work achieved. May I also add my congratulations and the congratulations of the Railway Board to Mr. Williamson, to his officers and all the staff of the Bengal and North Western Railway.

I do not know if Mr. Williamson has followed what is alleged to be the practice of all Presidents and read the speeches of all past Presidents but the key-note of his speech is the pressing need for reasoned economy and for watching every item of expenditure; I do not think a single man here will join issue with him in this respect—this augurs well for the future and a helpful and successful Conference.

I have referred to the need there still is for concerted effort to avoid wastage and unremunerative expenditure. I do not, therefore, think it would be inappropriate to refer to the part played in this by the organisations set up as a result of the recommendations of Mr. Pope and his colleagues in the enquiry undertaken by them in the last two cold weathers, the value of which I should like to acknowledge again on this occasion. It has been estimated that the savings effected on the four State-managed railways in India during 1933-34 amounted to about 26 lakhs of rupees whereas the cost of the Job Analysis organisations was barely 2½ lakhs. I feel that the possibilities of economies by these detailed analyses of various operations on railways are not by any means exhausted and I am sure that the results already achieved by railway administrations will only stimulate them to further efforts in this direction.

Among the more important subjects on your Agenda for this session—probably the most important that the Association has had to consider within recent years—is that having reference to the statistics to be compiled in connection with the contemplated revision of the General Classification of Goods. Public—and by this I mean more particularly commercial—interests have hitherto not been very much concerned in the proceedings of the Conference Association as the subjects more generally discussed at these sessions have had reference to matters of technical importance. These, while undoubtedly contributing largely to the efficient working of our railways, have not had that appeal to the financial interests of the individual firm or trader which a revision of the Classification and all that such a revision connotes have. Commercial bodies have already evinced considerable interest in the proposed revision and have not been slow in putting some of their views forward. I know, Mr. President and Gentlemen, that the Conference Association fully appreciate not only the importance of the matter but the undoubted complexities of the various problems that will arise and the need for finding a solution for them equitable alike to the railways and the trade.

I have read with great interest the Report of the Special Committee you appointed to consider what statistics and other information must be obtained before any further steps can usefully be taken in this matter. The labour and expense involved in compiling the detailed particulars recommended by your Special Committee will, I fear, be fairly considerable. But I cannot see how a complete examination leading eventually to a revision of our present rating policy and practice, the need for which has been so frequently urged on us, is possible without statistics for practically every commodity carried on our railways. The task may be considered almost stupendous in its magnitude: its importance no one denies but knowing the traditions of the Conference Association as I do I have no doubt that the Railway Board will have your hearty co-operation in the pursuit of our policy to place our rates structure on a basis that will be unassailable so far as it is possible to do this.

We also realise that in the work before us in this connection it is necessary that we should have the assistance and advice of the various Chambers of Commerce and other Trade Associations whose interests in this matter, both financial and otherwise, are akin to ours. We hope to secure this assistance and advice through a committee that will be constituted to examine the statistics and other information that will be compiled and it is our hope as it will be our endeavour to ensure that this committee will command the confidence and gain the support of every one interested in the well-being and prosperity of both our railways and their clientele.

Before I sit down there is one other matter which I would wish to refer to and that is that this will, in the normal course, be the last occasion on which Sir Joseph Bhore will address this Conference as Hon'ble Member in charge of Railways. Sir Joseph Bhore's time with Railways has been too short and it is a matter of great regret to us all that he should be leaving us at this juncture when we have reasonable hopes that the worst of the depression is over and we have once more turned the corner. I have, I know, the support of every one here today when I say that our good wishes go with Sir Joseph Bhore and I feel sure that he, on his side, will never lose his interest in the problems and prosperity of our great Indian Railway System.

It only remains for me to wish you all success in your deliberations. The Railway Board will look forward to getting your reports on the various subjects on your Agenda and I can assure you that these will receive very full consideration.

Proposed by Mr. Bliss (Assam Bengal Railway) and seconded by Mr. Harrison (Bombay, Baroda and Central India Railway) :—

That the following subjects which fall under Fundamental Rule 2 or 7 be discussed at this Conference :— **Proposal No. 1.**

Subject No.	Subject.	Falling under Fundamental Rule.
3	Proposals for the re-organisation of the Indian Railway Conference Association	2
6	Mechanism for controlling the speed of wagons in gravity and hump marshalling yards	2
7	Cost of operation of light trains (Report of Advisory Committee No. 25)	2
12	Passes to guardians of children of employees attending schools ..	3 and 7
13	To consider the Seventh Report of the Electrical Section :— Subjects Nos. E/101, E/102, E/107, E/108, E/111, E/114 and E/115	2
14	To consider the Fifth Report of the Engineering Section :— Subjects Nos. N/101(B), N/104, N/105, N/107 to N/109, N/111 to N/116 and N/119	2
15	To consider the Fourth Report of the Medical Section :— Subjects Nos. MD/34, MD/35 and MD/37 to MD/41	2
22	Revision of privilege ticket order forms	3 and 7
23	Free conveyance of persons accused of non-cognizable offences under the Railway Act	3 and 7
24	Proposed revision of General Classification of Goods	2 and 7

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 1.

Proposed by Mr. Wilson (Great Indian Peninsula Railway) and seconded by Lt.-Col. Stallard (Madras and Southern Mahratta Railway) :—

That the following subjects on the Agenda be referred to Sub-Committees constituted as under :— **Proposal No. 2.**

SUB-COMMITTEE No. 1.

Members :

SIR PERCY ROTHERA	S. I. Railway (Chairman).
Mr. A. N. J. HARRISON	B. B. & C. I. Railway.
Mr. L. WILSON	G. I. P. Railway.
Lt.-Col. R. H. STALLARD	M. S. M. Railway.
Mr. R. L. BLISS	A. B. Railway.
Mr. J. FEARFIELD	Bk. S. Railway.
Mr. J. D. WESTWOOD	B. & N. W. Railway.
Mr. B. M. CROSTHWAITE	Burma Railways.
Mr. V. E. D. JARRAD (for Subject No. 24)	B. N. Railway.

Subject No. 5.—Division of technical subjects as between the I. R. C. A. and the Central Standards Office.

Subject No. 17.—To approve of the audited expenditure of the Indian Railway Conference Association for the financial year 1933-34, and estimate of expenditure for the financial year 1935-36.—

A. Conference Branch.

B. Interchange Branch including Neutral Control.

Subject No. 24.—Proposed revision of General Classification of Goods.

Mr. P. C. Chaudhuri, Director of Railway Clearing Accounts Office, to be co-opted for Subject No. 17. Members of the Commercial Committee to be co-opted for Subject No. 24.

Proposal No. 2.
—(concl'd.)

SUB-COMMITTEE No. 2.

Members :

Mr. V. E. D. JARRAD	..	..	B. N. Railway (<i>Chairman</i>).
Mr. P. H. MAFLIN	..	..	N. S. Railway.
Mr. A. V. VENABLES	..	..	E. I. Railway.
Mr. J. C. HIGHET	..	..	N. W. Railway.
Mr. L. W. VAN SOMEREN	..	..	E. B. Railway.

Subject No. 4.—East Indian Railway's representation regarding wagon hire charges for February 1933 (Broad Gauge).

Subject No. 6.—Mechanism for controlling the speed of wagons in gravity and hump marshalling yards.

Subject No. 16.—To consider the General Secretary's report on the Wagon Pool for the year ending 31st March 1934.

Subject No. 18.—Advisory Committees—appointment of — for the year 1935-36.

Members of the Operating Committee to be co-opted for Subject No. 16.

SUB-COMMITTEE No. 3.

Members :

Mr. J. W. GORDON	..	..	Jodhpur Railway (<i>Chairman</i>).
Mr. B. M. CROSTHWAITE	..	..	Burma Railways.
Mr. F. H. BIBRA	..	..	B. S. Railway.
Mr. D. A. FETTES	..	..	R. & K. Railway.
Rai Saheb RAM KISHAN	..	..	G. B. S. Railways.
Mr. R. W. F. BUTTERFIELD	..	..	B. B. & C. I. Railway.
Mr. D. Y. ANDERSON	..	..	Messrs. Martin & Co.
Mr. F. C. NISSEN	..	..	J. & D. Railway.

Subject No. 10.—Issue of a single pass form to cover both outward and return journey over foreign railways.

Subject No. 12.—Passes to guardians of children of employees attending schools.

Subject No. 22.—Revision of privilege ticket order forms.

Subject No. 23.—Free conveyance of persons accused of non-cognizable offences under the Railway Act.

Resolution No. 2.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 1.

RESOLUTIONS OF THE STANDING COMMITTEE.

PRESIDENT :

Before asking Mr. Jarrad to propose that the resolutions of the Standing Committee, as printed in Appendix A, be recorded, I will ask the Chairman of the Operating Committee, Mr. Parsons, and the Chairman of the Audit and Accounts Committee, Mr. Iyer, to make some remarks on the work performed by the Committees during the past year.

The Conference went into Committee of Conference.

MR. PARSONS :

During the year your Operating Committee dealt with a variety of subjects all of which have been before the Standing Committee of Conference.

It seems desirable to draw the particular attention of Members to Subject No. 0/389 and the Note of the General Secretary appearing at page 15 of the Proceedings of Meeting No. 23 (February 1934) and also Resolutions Nos. 0/399, 0/400 and 0/407 of Meeting No. 24 (July 1934). This note and the resolutions referred to illustrate some of the difficulties experienced as the result of the non-observance by one or more railways of the rules issued by Conference for the regulation of the interchange of Rolling Stock at Interchange Junctions. May I say at once that the rules to which I refer were in the first place all circulated to railways for criticism and modification and accepted before being embodied in Conference Regulations, Part III (Rules for Train Examiners). My Committee desire to draw attention to the fact that any failure on the part of a railway to carry out accepted regulations not only adversely affects the interests of other railways but on occasion may entail the expenditure of unnecessary funds which in any case are limited. These remarks are not intended as criticisms and I hope they will not be construed in that light. In some cases valuable suggestions have been made and acted upon. All that is asked is that such suggestions shall be made at the time the proposed rules are circulated for consideration and not after the resolutions have been accepted and rules issued and action taken by a large number of railways to carry them out.

MR. K. V. IYER :

President and gentlemen,

As Chairman of the Audit and Accounts Committee, I esteem it a great privilege to say a few words on the work done by the Committee during the current year. We held two meetings, viz., one at Calcutta in July last and the other at this station on the 4th and 5th October 1934. Ten subjects were placed on the agenda one of which, viz., the use of faked tickets, it has been decided to refer to a joint sub-committee of Commercial Officers and Audit & Accounts Officers. The use of faked tickets is a most interesting subject and so far as I have been able to trace the first case of its kind was discovered in 1926 on the E. I. Railway. Fortunately for the Indian Railways we have not had many such instances. The only other subjects of importance were the fixation of a time limit for the adjustment of joint station expenses and the introduction of reports of approximate earnings for periods of 10 days each, i.e., for 3 periods in a month instead of weekly as at present. It is unnecessary for me to dilate on them as you will have read the results of the deliberations of the Committee recorded in their proceedings already in your hands.

MR. JARRAD :

In proposing a vote of appreciation and thanks to the Chairmen and Members of the Operating and Audit & Accounts Committees, I feel sure that it is the desire of members of this Conference to co-operate to the fullest extent possible in giving effect to rules and regulations which have been passed after careful consideration and scrutiny and that it is only exceptional and unforeseen circumstances that give rise to the difficulties which Mr. Parsons on behalf of the Operating Committee quite rightly mentions.

As Mr. Iyer has said, his Committee had not many questions of outstanding importance before them but I am confident that this Conference will agree that the subjects they have dealt with have received the careful and sound judgment which we are accustomed to associate with the work of this Committee.

Proposed in full Conference by Mr. Jarrad (Bengal Nagpur Railway) and seconded by Rai Bahadur Singh (Eastern Bengal Railway) :—

That the resolutions of the Standing Committee, as printed in Appendix A, Proposal No. 3, be recorded.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 3.

The Conference adjourned to Tuesday, the 9th October 1934; the Sub-Committees sitting in the interval.

PROCEEDINGS OF TUESDAY, THE 9TH OCTOBER 1934.

The officers present were the same as on Saturday, the 6th October 1934, except that Mr. Highet having resumed his office as the Agent of the North Western Railway represented that railway and that Rai Bahadur Singh having left the station Mr. van Someren represented the Eastern Bengal Railway. Mr. Millar represented the South Indian Railway for the day.

The Proceedings of Saturday, the 6th October 1934, were read and confirmed.

SUBJECT No. 2.

To confirm the proceedings of the Commercial Committee.

(Fundamental Rule 1).

The Conference went into Committee of Conference.

MR. HAWKES in presenting the proceedings said :—

In presenting for confirmation the proceedings of the 22nd, 23rd and 24th Meetings of the Commercial Committee, I would say that the work has been as heavy as usual and although many of the items may appear to be of minor importance, it does not necessarily mean that they were the least contentious. I will confine my remarks to a few important subjects.

I am sure the other members of the Commercial Committee will join with me in congratulating the Special Committee on the Revision of Goods Classification on their very able report. The volume of statistics required is enormous and the expense will be very great—probably over 20 lacs of rupees. More will be heard of the subject at this Conference.

The question of Russian and Roumanian Diesel oil has, I think, been satisfactorily settled. If at the time of booking the consignor declares that it can be used as an illuminant it is charged at the higher rates as for kerosine oil. In cases of doubt the Railway can have the oil tested in a special test lamp to see whether it is or is not an illuminant. Up to the present the North Western Railway has had no cause to test any consignment and the charge is being levied as for kerosine oil.

We hope to simplify our telegraph code book. Considerable saving in time and money is possible if the code is more widely used. The Routing of Telegraph traffic is, I believe, even still more important and is a matter that will probably come up before the Commercial Committee next year.

We are constantly being asked for concessions. There are doubtless deserving cases and at times it is difficult to draw the line. We have "turned down" requests from (1) the delegates and Standing Committee of the All-India Women's Conference, (2) Guiders, (3) Scoutmasters, (4) Salvation Army, (5) students attending a Conference of Christian Men and Women and (6) students of Training Colleges. The attitude taken by the Commercial Committee is that it only recommends a concession when it can be justified on commercial grounds.

I now beg, Sir, to submit the Report of the Commercial Committee for confirmation.

MR. HIGHET :—

Mr. President, before I ask the Conference to confirm the proceedings of the Commercial Committee for Interchange, you would wish me to express the thanks of the Conference to Mr. Hawkes and his colleagues for the work they have done for us.

The work of this Committee is always heavy and, while many of the problems may not prove to be quite so simple as they might appear, the complexity of others requires no advertisement.

SUBJECT No. 2—(concl'd.)

Demands for concessions are never likely to cease and I am sure that we all hope that these will continue to be considered from a commercial and not a sentimental view point.

Proposed in full Conference by Mr. Highet (North Western Railway) and seconded by Mr. Gordon (Jodhpur Railway) :—

That the proceedings of Meetings Nos. 22, 23 and 24 of the Commercial Committee Proposal No. 4. be confirmed.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 4.

SUBJECT No. 3.

Proposals for the re-organisation of the Indian Railway Conference Association.

(Fundamental Rule 2).

The proposed rules were discussed at length in Committee of Conference and the further consideration of the question was postponed to Thursday, the 11th October.

[SEE PAGE 40]

SUBJECT No. 7.

Cost of operation of light trains. (Report of Advisory Committee No. 25).

(Fundamental Rule 2).

The Conference went into Committee of Conference.

RAI SAHEB RAM KISHAN in presenting the report said :—

Mr. President and Gentlemen, in presenting the report of Advisory Committee No. 25, I would like to make the following observations :—

As the questionnaire and the summary of replies received from different railways have been incorporated in the body of the report, it has not been considered necessary to print the detailed replies as was originally intended and referred to in paragraph 4 of the report.

The replies to the questionnaire received from the majority of the railways clearly indicate that enough experience has not so far been gained to determine as to which kind of motive power is most suitable and economical for the working of light trains. The 'XT' and the 'YT' class engines adopted for light work over the broad and metre gauge railways respectively have proved useful; whether further economy can reasonably be expected by the adoption of the recent development in the Diesel Electric Traction requires further investigation specially on railways which are located further away from colliery centres. Keeping this point in view it has been observed in paragraph 29, page 7 of the report that a detailed data may in future be compiled by the different railways adopting various kinds and designs of light type of motive power, as regards the costs of working the light trains used in different localities to meet various conditions and contingencies, i.e., fostering new traffic, meeting bus competition, acting as feeders to through fast trains or to replace heavy trains when traffic offering could be dealt with by the adoption of light units.

I would, however, like to point out that the operating cost of light trains as indicated in the Report under submission will apply to the experimental stage when the additional train mileage is not heavy and can be handled without additional coaching stock and maintenance and supervising staff, i.e., excluding the train staff; the railways at present are using the existing type of coaching stock for the light trains without much inconvenience but this probably is in the interest of economy specially in the experimental stage but as the demand for local light services increases requiring additional stock or when the existing stock in normal course requires replacement, lighter type coaches suitably designed will, I think, be necessary both in the interest of efficiency and economy of transport.

In conclusion I would like to suggest that the different types of motive power which are considered suitable for adoption may be standardised with the concurrence of different railways interested in this question. This is calculated to bring

SUBJECT No. 7—(concl'd.)

down construction costs. For this purpose we may probably require light, medium and heavy types varying from 100 to 350 horse power to meet the requirements of different gauge and different conditions. The suggestion will not only reduce the initial cost but will bring down the maintenance costs in the way of replacements and spare parts also.

MR. IRENS :

I think there is one railway on which they have adopted the petrol engine. I think Mr. Nissen could give us some very useful information about it.

MR. NISSEN :

Mr. President, I have not come prepared to answer Mr. Irens. But I may say that on our small railway we have been experimenting for some years with the ordinary petrol motor. The idea was that the capital cost of the Diesel engine is so heavy that most people are shy of making attempts with them. I thought the best thing was to adopt the chassis of a well-known make of car on which a body was built along with a trailer. The working expenses, taking everything into calculation including interest and depreciation, come to only 5 annas a mile. On the other hand, the traffic that it can haul is not very much—70 or 80 passengers—but on a small railway like ours this is quite satisfactory. I should add that without interest and depreciation, the operating cost comes to only 3 annas a mile. The great point is that if there is an accident it is very easy to put such rail coaches back into service. Mr. Ram Kishan made reference to the use of ordinary coaching stock with Diesel tractors. We use specially light and narrow bodies with ply wood which reduces dead weight and wind pressure. I do not know if I have anything more of interest to place before the Conference. I may add that this type of rail motor coach is not experimental; it has the sanction of the Railway Board.

MR. BLISS :

Before putting up the following proposal before the Conference, we would like to record a vote of thanks to Rai Saheb Ram Kishan for the very excellent way in which he has dealt with the subject and for the excellent report which he and his colleagues have presented.

Proposed in full Conference by Mr. Bliss (Assam Bengal Railway) and seconded by Mr. Jarrad (Bengal Nagpur Railway):—

Proposal No. 5:

(i) *That the Report of Advisory Committee No. 25 on the "Cost of operation of light trains" be recorded and that the earnest attention of railways be invited to the general observations contained in paragraphs 23 to 31 of the report.*

(ii) *That whenever light trains are employed in replacement of or supplementary to ordinary trains the accounting and costing of the ordinary train services and the light train services be carried out in accordance with the recommendations Nos. I and II made by the Advisory Committee so that the results of further experience may hereafter be investigated in the light of data collected on a uniform method.*

Resolution No. 5.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 8.

Rail-Road competition—the best methods to be adopted by railways to safeguard their interests (Report of Advisory Committee No. 26).

(Fundamental Rule I).

The Conference went into Committee of Conference.

MR. FETTES :

Mr. President and Gentlemen, I have pleasure in presenting the report of Advisory Committee No. 26 on Rail-Road Competition.

This Committee was constituted at last year's Conference following upon the discussion of the Report of Sub-Committee No. 4 on the same subject.

The terms of reference to the Committee were "To collect information from all railways of their methods of combating road competition successful or unsuccessful; and of action taken from time to time by Local Governments and to distribute

SUBJECT No. 8—(concl'd.)

these at intervals to all railways with such comments as they may think helpful”.

The Committee considered that the terms of the reference would be best served by drawing up a questionnaire to cover the information which railways might furnish and the report now presented has been prepared from the information received.

The summary of the information received from railways has not been printed and circulated and the Committee suggest that this be done now.

MR. WESTWOOD :

Before proposing a resolution on this subject, I am sure the Conference would like me to express their thanks to Mr. Fettes and the Members of his Advisory Committee for their report.

Proposed in full Conference by Mr. Westwood (Bengal and North Western Railway) and seconded by Mr. van Someren (Eastern Bengal Railway) :—

That the Report of Advisory Committee No. 26 on “ Rail-Road Competition ” be accepted and that the General Secretary be directed to forward a copy of it to the Railway Board with the request that such action as may be deemed advisable be taken with a view to urging Provincial Governments to bring into force as early as possible rules for the effective regulation, inspection and control of public road transport vehicles such as are imposed upon railways under the Indian Railways Act.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 6.

SUBJECT No. 11.

Grant of free passes to the Canadian Government Trade Commissioner in India.

(Fundamental Rule 1).

Proposed by Mr. Crosthwaite (Burma Railways) and seconded by Mr. Maffin (H. E. H. The Nizam's State Railway) :—

That the recommendation of the Commercial Committee contained in their Resolution No. C/330, reproduced below, be accepted and the General Secretary be directed to forward a copy thereof to the Railway Board in reply to their reference :—

Proposal No. 7.

RESOLUTION C/330.—As the Railway Board have withdrawn the concession granted to His Majesty's Senior Trade Commissioner in India, the Commercial Committee see no alternative but to withdraw the concession for the Canadian Government Trade Commissioner in India.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 7.

SUBJECT No. 19.

Election of members to form the Executive Council, nomination of officers to serve on the Sections and confirmation of election of members to the Interchange Committees.

(Fundamental Rule 1).

(A) Election of members to form the Executive Council for the year 1935-36.

Proposed by Mr. Highet (North Western Railway) and seconded by Mr. Bliss (Assam Bengal Railway) :—

That the following delegates be elected to form the Executive Council for the year 1935-36 :—

Mr. J. Williamson	..	..	..	B. & N. W. and R. & K. Railways.
Sir Maurice Brayshay	..	..	..	B. B. & C. I. Railway.
Mr. A. V. Venables	..	..	..	E. I. Railway.
Mr. H. N. Colam	..	..	..	M. S. M. Railway.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 3.

SUBJECT No. 19—(concl.)

(B) Nomination of officers to serve on the Sections and confirmation of election of members to the Interchange Committees.

Proposed by Mr. Highet (North Western Railway) and seconded by Mr. Bliss (Assam Bengal Railway):—

Sections.

Proposal No. 9. (i) That the officers nominated by railways as members of the Electrical, Engineering, Mechanical, Medical and Personnel Sections, as printed in Appendix B, be elected as members of these Sections for the year 1935-36.

Audit and Accounts Committee.

(ii) (a) That the election of the following members to the Audit and Accounts Committee be confirmed:—

Mr. H. Carter Norbury	G. I. P. Railway.
Mr. V. S. Sundaram	E. I. Railway.
Mr. S. D. Gupta	E. B. Railway.
Mr. R. H. Nailer	N. S. Railway.

(b) That the following members of the Committee who retire by rotation from 1st April 1935, be re-elected:—

Mr. K. V. Iyer	M. S. M. Railway.
Mr. E. M. Slaw	B. & N. W. Railway.

Commercial Committee.

(iii) (a) That the election of the following members to the Commercial Committee be confirmed:—

Mr. H. P. Ball	B. B. & O. I. Railway.
Mr. E. C. J. Gahan	B. N. Railway.
Mr. J. D. Westwood	B. & N. W. Railway.
Mr. D. M. S. Robertson	E. I. Railway.
Mr. J. C. Barton	G. I. P. Railway.
Mr. D. B. Trevor	N. S. Railway.
Mr. L. W. van Someren	E. B. Railway.
Mr. N. R. Green	Morvi Railway.

(b) That Mr. F. R. Hawkes (North Western Railway) who retires by rotation from 1st April 1935, be re-elected.

Operating Committee.

(iv) (a) That the election of the following members to the Operating Committee be confirmed:—

Mr. W. H. Burnand	E. I. Railway.
Mr. J. F. C. Reynolds	S. I. Railway.
Mr. H. D. Furley	N. W. Railway.
Mr. G. Thomson	E. B. Railway.
Mr. D. B. Trevor	N. S. Railway.

(b) That the following members who retire by rotation from 1st April 1935, be re-elected:—

Mr. A. W. Parsons	M. S. M. Railway.
Mr. J. A. Smith	B. & N. W. Railway.

Resolution No. 9. The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 13.

To consider the 7th Report of the Electrical Section.

The Conference went into Committee of Conference.

Mr. POVEY in presenting the report said:—

Mr. President and Gentlemen, as Chairman of the Electrical Section I have the honour and pleasure to present the Report of the Proceedings of the 7th Meeting of the Electrical Section.

SUBJECT No. 13.—SEVENTH REPORT OF THE ELECTRICAL SECTION—(contd.)

The Agenda included 17 subjects which was the heaviest and comprehensive to date and thus follows the continued development of Electrical Works on Indian Railways.

In this connection I hope I may be allowed to give some approximate details of the large sums of money involved in the Electrical and Allied Works on Indian Railways.

Subject.	Capital cost.	
	Rs.	
1. Train lighting	5.2	crores.
2. Power stations, sub-stations and transmission lines..	7.2	„
3. Wiring and fittings in quarters, service buildings and yards	2.1	„
4. Electrical machinery in workshops and at out-stations	1.9	„
5. Telegraph and telephone apparatus	1.5	„
6. Electric traction including electrified railways, locomotives, cranes and battery trucks	7.1	„
Total	25.0	crores.

The total capital cost therefore involved is approximately Rs. 25.0 crores. The maintenance costs are upwards of Rs. 2.0 crores per annum, and operating costs a further Rs. 1.5 to Rs. 2.0 crores per annum.

With such large sums of money involved the Members of this Section wish to stress the importance and the necessity that electrical and allied works should be under the complete control of the Electrical Departments and that the cost of maintenance, repairs and operation should be debited to the Electrical Departments by the provision of separate Revenue Abstracts.

A reference to the several reports of the Section will show that Reporters have found difficulties in obtaining the necessary information from some railways and which difficulties are not apparent on other railways where the Electrical Departments have control of the maintenance, etc., and where there is a separate Revenue Budget Abstract. Experience shows there are no difficulties in carrying out these arrangements, whether departmental or divisional systems are in force and as far as accounting is concerned it seems a matter of providing the necessary sub and detail Heads of Accounts and grouping afterwards as required.

Also stress is being made at the present time of the importance of "Job Analysis" and the above considerations provide the necessary competent and strict financial and technical control, down to the smallest items of operation in the workshops and sheds, because a separate Revenue Budget Abstract is really a "Job Budget". The Members of the Electrical Section feel that effect should be given as soon as possible to Resolutions Nos. E/77 and E/89 of the Electrical Section. It seems significant to note in connection with this subject that only three of all the railways in India can show Electrical Departments' Working Expenses, *vide* the Reports of the Railway Board on Indian Railways.

The following principal items form the subject of resolutions of the Electrical Section to be accepted or recorded:—

E/101—Maintenance of train lighting equipment.

E/105—Boxes for train lighting cells.

E/103—Train lighting, belting and maintenance.

E/102—Refrigerating equipment (including air conditioning and cooling) suitable for operation on trains.

E/106—Charges for electrical items in the Schedule of Charges, Rules for Train Examiners.

E/108—Exhausters for testing vacuum brakes on vehicles.

E/111—Primary cells for use on Morse, Telephone and Block Circuits.

SUBJECT No. 13.—SEVENTH REPORT OF THE ELECTRICAL SECTION—(contd.)

The maintenance of train lighting equipment has continued to be specially considered, both generally and in detail because of its importance, and the necessity to improve maintenance, reduce costs and to obtain suitable standard designs.

Subject E/100.—Reconditioning of the electrolyte of alkaline cells has made important progress and it is expected that the report of the combined Committee of Electrical Engineers and Chemists and Metallurgists will result in a definite proposal and for large savings to be attained.

Subject E/101.—The annual returns, which the Section recommends should be kept in connection with the maintenance of train lighting equipment, will prove of much value, particularly in 'job analysis'.

Subject E/103.—A large amount of information has been gathered on this subject and made available in the Appendix. It will be a general guide and shows the possibilities of savings when endless belts are used, and when a reasonable standard of maintenance is maintained.

Subject E/105.—The investigations into the causes of breakages, and which is the most suitable material for the use, of boxes for train lighting cells has brought out some important points and appear to show the advantages of wrapped ebouite boxes over glass boxes and so-called 'composition boxes'.

Subject E/107.—This subject has provided some interesting information on the application of portable and semi-portable electrically operated tools in Railway workshops, etc., which is available for reference.

Subject E/102.—The subject of air cooling and conditioning was fully gone into. The cost however appears to be from Rs. 10,000 to Rs. 15,000 per dining car and therefore uneconomical at the present time.

Subject E/116.—The division of technical subjects between the I. R. C. A. and the Central Standards Office was very carefully considered and the resolution of the Section recommends that, instead of co-opting Electrical Engineers to the present permanent Committees, a separate Electrical Standards Committee should be formed and for the Section to be given an opportunity to suggest, for the consideration of the Railway Board, the personnel of the proposed Committee. The Section also recommends that the division of subjects should be designs to the Central Standards Office and operation to the I. R. C. A. These two phases are inter-dependent and particularly is the development of standard designs dependent on the results of operation. The absence of dependable results of operation has given rise to unsuitable standard designs particularly for train lighting.

With these remarks I present the Report.

MR. HARRISON :—

Mr. President and Gentlemen : Before proposing the resolutions, I am sure you will wish me, on behalf of the Conference, to thank the Chairman and the Members of the Electrical Section for the progress they have made and work accomplished at their seventh meeting.

A brief glance at the variety of subjects dealt with by the Electrical Section in their last report will show not only the importance of their work but the great amount of labour involved in their investigations. As all this work tends to more efficient operation and reduction of expenditure it is of the utmost value to railways generally.

There is just one point I would like to mention. It has been stressed by the Section in previous reports and by Mr. Povey in his introductory remarks and has also been referred to on previous occasions by the delegates proposing the vote of thanks to the Electrical Section at the Conference and this is the question of Accounts. Mr. Povey has estimated that the capital spent in Electrical works on Indian Railways amounts to the huge figure of 25 crores of rupees and the annual maintenance costs to 2 crores of rupees. These reports also indicate how the Section is handicapped in the investigations by the absence of detailed accounts on most railways. It seems obvious, therefore, that early action should be taken

SUBJECT No. 13—SEVENTH REPORT OF THE ELECTRICAL SECTION—(contd.)

to introduce accounts which will supply information for the examination and control of expenditure as well as to admit of comparative data being obtained from individual railways.

There is just one other point I would mention and that is with reference to Resolution E/118, the date and place of the next meeting. I understand that the Railway Board objected to Darjeeling being the place of the last meeting. It has now been suggested that they should meet at Coonoor because they wish to take the opportunity of examining the Pykara hydro-electric scheme.

Proposed in full Conference by Mr. Harrison (Bombay, Baroda and Central India Railway) and seconded by Mr. van Someren (Eastern Bengal Railway):—

That the following resolutions of the Electrical Section be accepted:—

Proposal No. 10.

Maintenance of train lighting equipment.

(Fundamental Rule 2).

Resolution E/101.—The Electrical Section recommend:—

(i)

(i) *Annual Returns*—that annual returns of maintenance and repair costs of train lighting equipment should be submitted by railways commencing with the year 1934-35 on the amended form A† for review by the Section.

†Not printed.

This form A gives the salient comparative data for all railways in India at a glance in the same way that the return regarding electricity generated and purchased by all railways does at present.

* * * * *

(iii) *Battens between Alkaline Cells*—that it is inadvisable to provide battens at the top of the cells.

* * * * *

To report on refrigerating equipment suitable for operation on trains and specifications for the same (including air cooling and conditioning).

(Fundamental Rule 2).

Resolution E/102.—(i) The Electrical Section recommend that the report of the Sub-Committee covering air conditioning of passenger trains be recorded and accept the conclusion in the report which is as follows:—

(ii)

From the foregoing it would appear that the extensive enquiries and investigations carried out by this Sub-Committee have not so far resulted in obtaining details of any schemes which are likely to be practicable of application to Indian Railway conditions.

Considering the various schemes received in the light of the Sub-Committee's last resolution on the subject, it is seen that although requirements (1) and (8) are fulfilled (i.e., systems offered all employ the mechanical refrigeration and that the arrangements for the supply of necessary power are not dependent upon the vehicle train lighting equipment) details are lacking in respect of several other items chiefly in regard to their suitability and reliability of operation under varying climatic conditions of India throughout the year. Nearly all the schemes require elaborate structural alterations in the vehicle before the equipment can be fitted which in most cases rules out the system so far as its adoption to the existing stock is concerned. They are thus only practicable of application to newly built stock which would include the structural arrangements necessary.

The cost of the apparatus is in every case prohibitive.

In view of the above and particularly the financial aspect, the Sub-Committee recommend that no further action be taken on this subject at this stage.

* * * * *

SUBJECT No. 13—SEVENTH REPORT OF THE ELECTRICAL SECTION—(contd.)

Proposal No. 10.
—(concl'd.) **Charges for electrical items in the Schedule of Charges, Rules for Train Examiners.**

(Fundamental Rule 1).

(iii) Resolution E/106.—I (i) * * * * *

II. Cost of battery charging and repairs in private saloons.

(ii) From the replies received from various railways it would appear that there is no uniformity of procedure in this respect and that haulage charges do not as a rule include these charges, this contingency not being contemplated when the haulage charges were determined. The Electrical Section, therefore, recommend that the disposal of charges for battery charging and battery repairs arising from prolonged halts should be decided by each Administration.

Exhausters for testing vacuum brakes on vehicles—Recommended practice and procedure.

(Fundamental Rule 2).

(iv) Resolution E/108.—The Electrical Section recommend for general adoption the recommendations made by the Sub-Committee. It is considered that the choice of electrical or other drive must be decided in each case according to local circumstances, but electrical drive is preferable.

Primary cells for use on Morse, Telephone and Block Circuits.

(Fundamental Rule 2).

(v) Resolution E/111.—The Electrical Section recommend the acceptance of the report of the Sub-Committee.

Date and place of the next meeting.

(vi) Resolution E/118.—It was agreed that the next meeting of the Electrical Section should commence on Monday, the 25th February 1935, and that it should be at Coonoor which will give the members of the Section an opportunity of inspecting the Pykara hydro-electric scheme.

Resolution No. 10. The proposal was put to the vote and CARRIED unanimously.

Proposed by Mr. Harrison (Bombay, Baroda and Central India Railway) and seconded by Mr. van Someren (Eastern Bengal Railway):—

Proposal No. 11. *That the following resolutions of the Electrical Section be recorded:—*

Boxes for train lighting cells.

(Fundamental Rule 1).

(i) Resolution E/105.—(i) The Electrical Section recommend that the report of the Sub-Committee be recorded and consider it is necessary to distinguish between a so-called composition box and a wrapped ebonite box. Where it is definitely known that the material of the box and lid is wrapped ebonite, this is generally satisfactory, but several of the so-called types of composition boxes are not satisfactory.

* * * * *

SUBJECT No. 13.—SEVENTH REPORT OF THE ELECTRICAL SECTION—(contd.)

The application of portable and semi-portable electric tools in Railway Workshops, Running Sheds, Wagon Repair Yards, e.g., portable and semi-portable grinders, drills, riveters, rivet heaters, etc. Proposal No. 11.
—(concl'd.)

(Fundamental Rule 2).

Resolution E/107.—(i) The Electrical Section recommend that the report of the Sub-Committee be recorded and draw attention to several interesting items particularly the "Hicycle" equipment and high speed flexible shaft, and that the information be used to deal with individual requirements as cases arise.

(ii)

* * * * *

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 11.

Proposed by Mr. Harrison (Bombay, Baroda and Central India Railway) and seconded by Mr. van Someren (Eastern Bengal Railway):—

That the following resolution of the Electrical Section be accepted and that the General Secretary be directed to forward a copy thereof, together with a copy of the report of the Sub-Committee referred to therein, to the Railway Board for transmission to the Chief Controller of Stores, Indian Stores Department, with reference to Resolution E/91 of the 6th (1933) Meeting of the Electrical Section:— Proposal No. 12.

Interchange of views on the different types of train lighting belting and belt fasteners.

(Fundamental Rule 1).

Resolution E/103.—(i) The Electrical Section recommend that the report of the Sub-Committee be accepted. From the investigations made during the year 1933-34 the Section are unable to recommend any alteration to their previous Resolution E/91, except that "Salva" should be added to the list of belts acceptable for supply to railways. The list will then be as follows:—

Belts.	Suppliers.
Gripolata ..	.. Lewis & Tylor.
Teon ..	.. Fleming, Birkby & Goodall.
Macinlop Duck ..	.. Dunlop Rubber Co.
Sonex ..	.. A. Hillman & Co. (Shalebhoy Tyebjee).
Silvertown ..	.. India Rubber Guttapurcha Co.
Steelex ..	.. J. Naylor (Asbestos Belting Co.).
Salva ..	.. Asbestos Belting Co., Ltd.

* * * * *

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 12.

Proposed by Mr. Harrison (Bombay, Baroda and Central India Railway) and seconded by Mr. van Someren (Eastern Bengal Railway):—

That the following resolution of the Electrical Section be accepted and that the General Secretary be directed to forward a copy thereof, together with the returns referred to therein, to the Railway Board for information:— Proposal No. 13.

Maintenance of headlight equipment for engines.

(Fundamental Rule 2).

Resolution E/114.—The Electrical Section recommend that the returns regarding maintenance of headlight equipment for engines for the year 1933 be recorded and consider that the information contained in the returns shews that the high frequency permanent magnet turbo sets are the best of the types so far available and that this be communicated to the Railway Board. Further submission of these returns is unnecessary, as the required information has been obtained.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 13.

SUBJECT No. 13.—SEVENTH REPORT OF THE ELECTRICAL SECTION—(concl'd.).

Proposed by Mr. Harrison (Bombay, Baroda and Central India Railway) and seconded by Mr. van Someren (Eastern Bengal Railway):—

Proposal No. 14.

That the following resolution of the Electrical Section be accepted and that the General Secretary be directed to forward a copy thereof to the Railway Board in reply to their reference:—

Recommended life of electrical and allied apparatus for purposes of assessing depreciation with due regard to the depreciation fund rules.

(Fundamental Rule 2).

Resolution E/115.—(i) the Electrical Section have considered Railway Board's letter No. 1095-F., dated the 14th September 1933, and wish to point out that Resolution E/73 was accepted by the Conference of 1932 under Resolution 10; further the Electrical Section draw attention to the fact that the normal life recommended by them in Resolution E/73 was 40 years as against 30 years laid down in item No. 19, page 5 of the Railway Account Code, Volume I, 1932, which also lays down 200 years for masonry buildings, a significant distinction.

The Electrical Section re-affirm Resolution E/73 in view of the developments in the design and type of electrical machinery and the possibility of taking local supply (supported by actual cases) and the contingency of abandonment.

(ii) The Electrical Section recommend that Electric Locomotives, Multiple unit motor coaches and Multiple unit driving trailer and/or trailers should each be taken as a complete unit, the life of which should be 35 years.

Resolution No. 14.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 14.

To consider the 5th Report of the Engineering Section.

The Conference went into Committee of Conference.

Mr. HACKFORTH in presenting the report said:—

Mr. President and Gentlemen, in presenting the report of the 5th Meeting of your Engineering Section I should like with your permission to mention a few points in which your assistance would be appreciated for the future conduct of our proceedings.

In the first place—the matter of attendance. For the first three days of our session we were only just a bare quorum and our Secretary must have had many anxious moments as to whether even that would be maintained as there was every likelihood that one of our number might have to retire on account of flood troubles on his railway. A muster of eleven Chief Engineers may seem fairly good but when it is realized that there are more than 30 Railways, parties to this Association, I think we might reasonably expect some safe margin over our quorum.

Secondly—you will no doubt have observed that there is no record in our Report of the discussions which led up to the resolutions which we have recorded. This of course was a measure of economy but I venture to suggest that the saving can be in no degree commensurate with the increased value which our recommendations would have to yourselves and as a permanent record were they supported by all the arguments which led to their adoption. The lapse of four years since our last meeting was a regrettable though presumably necessary measure of economy but now that we have resumed our annual meetings it would be a great pity if our conclusions should in any degree fail to carry conviction for want of a clear understanding as to how they had been arrived at.

To deal *seriatim* with every item on the Agenda would require far more time than I anticipate you are likely to be able to spare for me this morning so I propose to deal only with those which I think may call for some explanation.

Our first Subject No. N/101—To consider the Report of the Track Standards Committee published during 1929 and 1930, has been dealt with by the Standing Committee and was placed on the Agenda for record.

**SUBJECT No. 14.—FIFTH REPORT OF THE ENGINEERING SECTION
(INCLUDING THE FOURTH REPORT OF THE SIGNAL ENGINEERS'
COMMITTEE)—(contd.)**

The Track Standards Committee as you probably all know was appointed by the Railway Board and is not a Sub-Committee of the I. R. C. A., but it was customary in the past to refer its recommendations to your Engineering Section before any orders were passed on them. For the last four years however owing to the meetings of the Engineering Section having been in abeyance the Board have dealt with the recommendations of their Track Standards Committee direct without waiting for comments from the Engineering Section and we therefore thought it advisable to recommend for the consideration of the Board as we have done in Resolution No. N/117 that in future the issue of such orders should be deferred until the Engineering Section had had an opportunity of reviewing the proceedings of the Track Standards Committee.

Subject No. N/112.—Speed on Curves—was by far the most controversial subject on our Agenda. It had already been the subject of a very thorough investigation at previous meetings and although the resolution adopted in 1928 was accepted in full Conference there was evidently some doubt as to whether the speeds arrived at by the formula $V=1.35\sqrt{\text{radius in feet}}$ which is in general use on English railways were not too high for conditions on Indian railways. Several members argued that it must be recognised that although it may be possible to achieve as good a standard of maintenance in India as in England our climatic conditions in the monsoon cause very rapid deterioration particularly on sections where the banks are of black cotton soil but after all such objections had been fully thrashed out it was finally accepted that there was no justification for lowering the maximum permissible speed which would only be worked to when the track was fit for it and the actual working speeds within this permissible maximum should be fixed by the Chief Engineer with due consideration to the standard of maintenance.

It was however agreed that the speeds arrived at by this formula were too high for very sharp curves—for instance 32 miles per hour on a 10° curve and 25 miles per hour on a 16° curve—and it was therefore decided that the use of the formula $V=1.35\sqrt{r}$ should be limited to curves of 5° and flatter and that further information should be collected with regard to speeds on sharper curves.

Mr. VENABLES :

In your presidential address, Sir, you expressed the hope that the annual meeting of the Engineering Section will be continued in future years. I do not know why it was decided to deprive the Engineers of the opportunity of meeting and getting to know each other and of discussing further after the day's work such weighty matters as shall I say "The flow of liquids in pipes" in the lounge of the Cecil Hotel. I suggest to you, Sir, that since Engineers come into the picture from the very beginnings of a railway and remain in the picture throughout its history, their meetings should have been the last to lapse.

It cannot be over emphasized I think that the first duty of a Way and Works Engineer is Maintenance of Track and if the Engineering Section discuss no other subject than ways and means of improving track, with which I would include subgrade and bridges, their time will not be wasted.

After this break of 4 years it was inevitable that there would be a heavy agenda to dispose of. This has been done in a very satisfactory way and much credit is due to Mr. Hackforth and his Committee. Several important decisions have been made which must result in economy and a further degree of safety.

Proposed in full Conference by Mr. Venables (East Indian Railway) and seconded by Mr. Fearsfield (Bikaner State Railway):—

Proposal No 15.

That the following resolutions of the Engineering Section be accepted :—
Report on experiments carried out with points and crossings made of Tatas' chrome steel.

(Fundamental Rule 2).

Resolution N/101:—

* * * * *

(xii) With reference to Res. N/93 of the 1930 Meeting regarding experiments with Tatas' chrome steel for points and crossings, the Engineering Section understand that

(i)

SUBJECT No. 14.—FIFTH REPORT OF THE ENGINEERING SECTION (INCLUDING THE FOURTH REPORT OF THE SIGNAL ENGINEERS' COMMITTEE)—(concl'd.)

Proposal No. 15.
—(concl'd.)

(i)—(concl'd.)

Res. N/101 (xii) — (concl'd.)

certain railways have carried out trials with points and crossings made also from English chrome steel and recommend that comparative reports of the results of the trials of both kinds of chrome steel should be obtained by the General Secretary for the information of the Section.

Method of working outer signals with a view to eliminate chances of a dropping outer and to report on the most efficient method of adjustment and to make recommendations as to the individual who should be responsible for the adjustment.

(Fundamental Rule 2).

(ii)

Resolution N/105.—The Engineering Section recommend the acceptance of Resolution No. NS/50 of Signal Engineers' Committee Meeting No. 4 (1934), reproduced below :—

Res. NS/50.—The Signal Engineers' Committee consider that for normal conditions the present methods of working outer signals are satisfactory. Where abnormal conditions obtain, an efficient alternative method should be adopted. The present methods of adjustment are efficient. The person responsible for the operation of outer signals is also responsible for adjustment.

To consider the desirability of providing a general rule to permit the passing of an outer signal at night when the light is out but the "off" position of the arm is clearly visible to the driver.

(Fundamental Rule 2).

(iii)

Resolution N/107.—The Engineering Section recommend that Resolution No. NS/52 of Signal Engineers' Committee Meeting No. 4 (1934), reproduced below, be recorded :—

Res. NS/52.—The Signal Engineers' Committee note the views of the Operating Committee, viz. :—

The Operating Committee do not consider any alteration in existing rule 82 (b) of General Rules advisable.

To report on what steps, if any, are employed to take up wear in pins in point connections.

(Fundamental Rule 2).

(iv)

Resolution N/108.—The Engineering Section recommend the acceptance of Resolution No. NS/53 of Signal Engineers' Committee Meeting No. 4 (1934), reproduced below :—

Res. NS/53.—It has been the practice in the past to take up wear in point connections by using over-size pins. The Signal Engineers' Committee do not favour this practice, but recommend that any replacement or reconditioning of worn parts in interlocking connections should conform to I. R. S.(s) sizes.

Speed on curves.

(Fundamental Rule 2).

(v)

Resolution N/112.—The Engineering Section recommend that the formula, viz. :— $1.75\sqrt{R}$, adopted in Resolution No. N/54 of the 2nd Meeting of the Engineering Section (1928), be accepted for curves of 5° and flatter but that further information should be collected to enable the Section to determine the correct formula for curves sharper than 5° and that the Chief Engineer, S. I. Railway, act as reporter.

The provision of waterways on Indian Railways found necessary in practice in relation to catchment areas and rainfall.

(Fundamental Rule 2).

(vi)

Resolution N/113.—(i) The Engineering Section wish to place on record their appreciation of the valuable report submitted by Mr. Hill and suggest that he should submit it to the Railway Board for publication, if approved, as a Technical paper.

SUBJECT No. 14.—FIFTH REPORT OF THE ENGINEERING SECTION (INCLUDING THE FOURTH REPORT OF THE SIGNAL ENGINEERS' COMMITTEE)
—(contd.)

Res. N/113—(concl.)

Proposal No. 15.

—(concl.)
(vi)—(concl.)

(ii) The Engineering Section consider it is probable that no formula will fulfil all the conditions that it is necessary to take into account in determining the waterways of bridges in India.

(iii) In view, however, of the information available, it is recommended that railways be invited to make reports on floods of exceptional intensity as may from time to time occur. Such reports should as far as possible give information on the following points:—

- (i) Size of bridge and waterway.
- (ii) Estimated actual discharge through bridge.
- (iii) Drainage area.
- (iv) Shape. (A rough map should be supplied if possible.)
- (v) Nature of ground. (Cultivation, rock, jungle, etc.)
- (vi) Slope of ground.
- (vii) Rainfall record if available.

These reports should be submitted to the General Secretary for inclusion in the proceedings of the Section.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 15.

Proposed by Mr. Venables (East Indian Railway) and seconded by Mr. Fearfield (Bikaner State Railway):—

That the following resolution of the Engineering Section be accepted and the General Secretary be directed to forward a copy thereof to the Railway Board for transmission to the Post and Telegraph Department with a view to action being taken by that Department, if approved, on clause (iii) of Resolution NS/54:—

To report on what has been found to be the most suitable wire for internal wiring of cabins and offices, the methods of fixing and protection from lightning; also the most suitable type of earth.

(Fundamental Rule 2).

Resolution N/109.—The Engineering Section recommend the acceptance of Resolution No. NS/54 of Signal Engineers' Committee Meeting No. 4 (1934), reproduced below:—

Res. NS/54.—The Signal Engineers' Committee recommend:—

- (i) *Wire*.—That insulated wire of 600 megohm standard B. S. I. or C. M. A. grade be used.
- (ii) *Conductors*.—That 1/064 or 1/044 conductors be used.
- (iii) *Leading-in-wires*.—That the Post and Telegraph Department be responsible for all leading-in-wires from the terminal insulators to the test panel inside the building in the same way as was agreed for Traffic Control wires, vide Resolution 34 of the 1930 Conference. Attention is invited to Section II of Part I of the Manual of Instructions for Installation and Maintenance of Block Signalling Apparatus.
- (iv) *Wiring in large telegraph offices*.—That in the larger telegraph offices an open system of wiring be adopted.
- (v) *Position of protectors*.—That protectors be provided as near as possible to the leading-in point or on the test panel where provided.
- (vi) *Types of earth*.—That the maximum resistance of any earth should not exceed 10 ohms, and that test should be made at intervals not greater than 12 months.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 16.

**SUBJECT No. 14.—FIFTH REPORT OF THE ENGINEERING SECTION
(INCLUDING THE FOURTH REPORT OF THE SIGNAL ENGINEERS'
COMMITTEE)—(contd.)**

Proposed by Mr. Venables (East Indian Railway) and seconded by Mr. Fearfield (Bikaner State Railway):—

Proposal No. 17. *That the following resolutions of the Engineering Section be recorded :—*

To formulate specific points arising out of the question of overstressing the members of weak bridges which may be re-built within a reasonable time.

(Fundamental Rule 2).

- (i) *Resolution N 111.*—The Engineering Section do not consider it necessary to make any recommendation on this subject which has already been dealt with by the Bridge Standards Committee whose recommendations have been incorporated in the 1933 edition of Rules for the Opening of a Railway.

Painting and re-painting bridge steel work.

(Fundamental Rule 2).

- (ii) *Resolution N/114.*—The Engineering Section recommend that the report be recorded.

Resolution No. 17. The proposal was put to the vote and CARRIED unanimously.

Proposed by Mr. Venables (East Indian Railway) and seconded by Mr. Fearfield (Bikaner State Railway):—

Proposal No. 18. *That the following resolution of the Engineering Section be accepted and the General Secretary be directed to forward a copy thereof to the Railway Board in reply to their reference :—*

Stations laid on curves with turn-outs of similar or contrary flexure.

(Fundamental Rule 2).

Resolution N/115.—The Engineering Section recommend that for :

(i) curves of contrary flexure :—

- (a) For “ unchecked ” turn outs the negative super-elevation should be limited to 1/60 of the gauge.
- (b) For “ checked ” turn-outs the negative super-elevation should be limited to 1/30 of the gauge.
- (c) The main line super-elevation will accordingly be limited to these amounts and the maximum permissible speeds should then be calculated on the following formulæ which are based on Mr. Austin's paper in Quarterly Technical Bulletin, Volume III, No. 32, January 1934, viz. :—

$$V = \sqrt{0.5 r} \text{ for (a)}$$

$$\text{and } V = \sqrt{0.75 r} \text{ for (b)}$$

where V = m.p.h.

r = radius in feet.

(ii) curves of similar flexure :—

- (a) The question of the reduction or otherwise of super-elevation on the main line must necessarily be determined by the Administration concerned. In the case of a reverse curve close behind the crossing of the turn out the super-elevation may be run out at a maximum rate of 1 inch in 30 feet.
- (b) Where no reduction of super-elevation is considered necessary there need be no reduction of the normal speed for that curve.

(iii) With these limitations the speed over the turn outs need not be reduced below that prescribed in General Rule 90, viz., 10 m.p.h.

**SUBJECT No. 14.—FIFTH REPORT OF THE ENGINEERING SECTION,
(INCLUDING THE FOURTH REPORT OF THE SIGNAL ENGINEERS'
COMMITTEE)—(concl'd.)**

Resolution N/115—(concl'd.)

Proposal No. 18.
—(concl'd).

(iv) These recommendations, if accepted, will involve modifications of the notes to items 2 and 21, respectively, of Chapter II of the 1929 Broad Gauge Schedule of Dimensions and the corresponding notes in the other Schedules.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 18.

Proposed by Mr. Venables (East Indian Railway) and seconded by Mr. Fearfield (Bikaner State Railway) :—

That the following resolutions of the Engineering Section be accepted and the General Secretary be directed to forward copies thereof to the Railway Board for necessary action, if approved.

Proposal No. 19.

Track Standards Committee's Reports Nos. 8 to 12.

(Fundamental Rule 2).

Resolution N/104.—(i) Item No. 1.—Tenth Report of the Track Standards Committee.—
The Engineering Section consider that it is not necessary and is in fact undesirable from the point of view of economy, to lay down as definite standards the lengths of individual rails and the spacings of sleepers in the leads of turn outs. It is recommended that a Note be inserted on all drawings of standard designs of lay-outs for switches and crossings to the effect that the above mentioned dimensions are for general guidance only and need not be strictly adhered to.

(i)

* * * * *

Speed restrictions over facing points and turn-outs.

(Fundamental Rule 2).

Resolution N/116.—(i) The Engineering Section are of opinion that the speed of any train taking a turn out must not exceed 10 m. p. h., irrespective of whether the points of such turn out are fully interlocked, semi-interlocked or non-interlocked.

(ii)

(ii) In view of the fact that the interpretation of General Rule 90(a) does not appear to be beyond doubt it is recommended that the wording of this rule be altered to read :—

“No train shall take a turn-out or cross-over road, or run over non-interlocked facing points, at a speed exceeding 10 m. p. h.”

(iii) The question of reducing to 10 m. p. h. the speed of trains running over points in the main line on a curve does not arise. The views of the Section regarding the permissible speeds over points and crossings on a curved main line have been dealt with in Res. N/115 (Subject N/115).

Formation of a Bureau for research and record regarding problems of general interest to railways.

(Fundamental Rule 2).

*Resolution N/119.—*The note by the Chief Engineer, E. B. Railway, with regard to the formation of a Research Bureau was discussed. The Engineering Section consider this an excellent suggestion but feel that the present time would not be appropriate for asking for a grant of the funds which would be required for forming this Bureau which would require special whole-time personnel. The Section consider, however, that an advance in this direction of research and the record of information might be obtained if Government Inspectors of Railways in their reports mentioned any items of professional interest which come to their notice with the object of the Chief Engineer of the railway concerned being invited to submit, for inclusion in the Technical Bulletin, a note on the subject.

(iii)

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 19.

SUBJECT No. 15.

Report of the Medical Section.

To consider the Report of the Medical Section.

The Conference went into Committee on the report said:—

SIR HASSAN SUHRAWARDY in presenting the report said:—

Mr. President, Sir, I beg to leave to present the 3rd Annual Report of the Medical Section of the I. R. C.

The work has been rather heavy. Instead of one meeting during the year under review, this Section met on two occasions: Meeting No. 3 was held in Calcutta from the 29th January to the 31st January 1934, when 10 Chief Medical Officers were present, and Meeting No. 4 was held at Bangalore on the 16th and 17th of July 1934, when 8 Chief Medical Officers were present. There was also a meeting of a Sub-Committee consisting of 4 Chief Medical Officers which met at Jodhpur on the 21st and 22nd of February 1934.

There were 9 subjects on the Agenda of Meeting No. 3, and 8 subjects on that of Meeting No. 4. Out of these 17 items, 14 have been disposed of by the Section, viz., MD/22, MD/26, MD/28 and MD/29 are now before the Standing Committee. Item MD/30 (Leprosy among railway staff and members of their household and passengers) is being dealt with confidentially, which was item MD/24 of Meeting No. 3). Eight items, viz., MD/34 (i), MD/35 (i), MD/36 (i), MD/37, MD/38, MD/39, MD/40 and MD/41 are embodied in the draft resolutions, copies of which have already been circulated by the General Secretary. It was our aim to finish all the business on the agenda but two items could not be disposed of on account of the reporters being away on leave in England and the third one on account of the makers in England dealing with the subject. Therefore the remaining 3, viz., MD/31 (Simplification of the standards of distant vision required for employees on re-examination during service), MD/34(i) and MD/36 have been carried over for consideration at the next meeting of the Section to be held at Delhi on the 28th January 1935.

Having presented this brief resume of our activities during the past 12 months, Sir, I would now, with your permission, like to invite the attention of the Conference to one or two points arising out of our resolutions:—

Subject No. MD/24 of Meeting No. 3 (MD/35 of Meeting No. 4).—A very important point of principle has been noted upon by the Sub-Committee, viz., that their recommendations should not be interpreted as meaning that railway employees are deprived of their ordinary civil rights and privileges of attendance and treatment at civil hospitals and dispensaries. The tendency now-a-days is to refuse railway employees treatment at civil hospitals and dispensaries. There is a point to remember, that employees of Mills, Electric Supply Corporations, Tramways and other business undertakings may have a medical organisation of their own provided by the employers for the benefit of their employees but still the employees are not debarred from the privileges of being treated in the civil or local hospitals and dispensaries of the locality in which they live. Why should the railway employee be deprived of local privileges as a member of the civil population?

Subject No. MD/27 as modified by Res. No. C/317 of the 24th meeting of the Commercial Committee held at Lucknow on 19th February 1934, raises the point that each railway administration should try and forecast the number of Exeursion or Pilgrim Special trains they propose to initiate in a particular year, and inform the Chief Medical Officer concerned, so that he may be able to include the cost of the medical arrangements in his budget.

Subject No. MD/26 of Meeting No. 3.—“Segregation of passengers suffering or suspected to be suffering from infectious or contagious diseases”—In order to make the operation of clause (4) of our Resolution No. MD/26 effective, it would perhaps be necessary to provide that such a passenger should be detained in a civil hospital in which under the Act, suitable arrangements have been made for such passengers to be taken after detrainment and be admitted for treatment by competent medical authorities. This, in some cases, may make it necessary to carry such a passenger to a railway station beyond

SUBJECT No. 15.—FOURTH REPORT OF THE MEDICAL SECTION—(concl.)

Proposal No. 20.— Medical attendance rules on railways and to what extent existing rules require revision.
(concl.)

(Fundamental Rule 2).

- (ii) *Resolution MD/35.*—The Medical Section recommend the acceptance of the report of the Sub-Committee for the guidance of railways and would record that the main object has been to carry out a survey of the rules at present in force on the various railways so that the Administrations may appreciate the discrepancies obtaining and use this knowledge in undertaking any revisions considered necessary.

Anti-malaria measures—Policy with regard to railway colonies in malarious places near military cantonments.

(Fundamental Rule 2).

- (iii) *Resolution MD/37.*—(i) The Medical Section recommend that the policy of co-operation with Cantonment Authorities in anti-malaria schemes so far as anti-larval and anti-mosquito measures are concerned should be continued.
- (ii) The Medical Section point out that the question of prevention of infection of the railway communities and sterilization of malaria parasite carriers by appropriate therapeutic measures is one which Railway Administrations are unable to enforce.

Provision of nursing facilities for sick at out-stations.

(Fundamental Rule 2).

- (iv) *Resolution MD/38.*—The Medical Section are of opinion that now that properly equipped hospitals are generally available cases requiring nursing should be admitted into such hospitals and the necessity for providing nursing facilities for sick at out-stations should be rarely necessary but where in special circumstances these indoor hospital facilities cannot be taken advantage of, the provision of nursing facilities for sick at out-stations should be left to the discretion of the Railway Administration concerned.

Classification of staff for the purpose of eye-sight examination.

(Fundamental Rule 2).

- (v) *Resolution MD/39.*—The Medical Section are of the opinion that no alteration is necessary to the existing categories for classification of staff for the purpose of eye-sight examination.

Disinfestation of Railway Carriages.

(Fundamental Rule 2).

- (vi) *Resolution MD/41.*—(i) The Medical Section assembled at Bangalore City Station and witnessed the procedure of disinfestation of carriages by Mr. G. V. Larmuth of the Haverro Trading Company by two methods, Zyklon B and Calcid.
- (ii) So far as it appeared to the Section at the time of the demonstration the methods adopted seemed to be reasonably safe for the operator but as regards the efficiency of the methods in the destruction of vermin and their eggs, this Section are not in a position to carry out the necessary investigations and recommend that such enquiry should be carried out by an individual railway administration assisted by an entomologist and suggest that the Bengal Nagpur Railway be asked to carry out these tests on the methods advocated by the Haverro Trading Company and report results for the information of the Section as soon as possible.
- (iii) The Section suggest that the result of the enquiry as to the usefulness of the vacuumising chamber for disinfestation now being carried out by the Bengal Nagpur Railway be communicated to them.

Resolution No. 20. The proposal was put to the vote and **CARRIED** unanimously.

SUBJECT No. 15.—FOURTH REPORT OF THE MEDICAL SECTION—(concl'd.)

Proposed by Mr. Venables (East Indian Railway) and seconded by Mr. Fettes (Rohilkund & Kumaon Railway):—

That the following resolution of the Medical Section be accepted and the General Secretary be directed to forward a copy thereof, together with a copy of Resolution MD/22(1)(b) referred to therein, to the Chief Controller of Standardization in reply to his reference:—

Standardization of disinfectants and methods of their use.

(Fundamental Rule 2).

Resolution MD/40.—(i) The Medical Section recommend that the use of “disinfecting fluids” should be confined to the disinfection of infected railway carriages and premises and for other purposes on the advice of the Medical Department and should be used in the dilution, *viz.*, of 1 in 200 and the strength, *viz.*, having a carbolic co-efficient of not less than 10, recommended in the Section’s Resolution MD/22(1)(b).

(ii) The application of disinfecting fluids to latrines, drains, etc., for purposes of disinfection is a useless and wasteful procedure. Efficient cleansing and the use of crude oil and de-odorants should replace the present extensive use of these expensive disinfectants.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 21.

The Conference adjourned to Thursday, the 11th October.

PROCEEDINGS OF THURSDAY, THE 11TH OCTOBER 1934.

The Officers present were the same as on Tuesday, the 9th October 1934, except that the Mysore Railways were represented by Lt.-Col. R. H. Stallard and Sir Percy Rothera represented the South Indian Railway.

The Proceedings of Tuesday, the 9th October 1934, were read and confirmed,

SUBJECT No. 3.

Proposals for the re-organisation of the Indian Railway Conference Association.

(Fundamental Rule 2).

DISCUSSION ON TUESDAY, THE 9TH OF OCTOBER (vide PAGE 21).

PRESIDENT: The Conference is now in Committee. The draft submitted to the President by the General Secretary was considered by me and my Executive Council in Calcutta last July when we went very fully into the re-arrangement of the regulations. So far as the financial arrangements are concerned (Chapter III of the draft) the Railway Board have signified their approval with one or two slight alterations.

On page 4, in proposed Fundamental Rule 2, last paragraph, we say that a period of 60 days shall be allowed. In the old rule the period was 75 days. As it was necessary to speed up the working of the Association, 60 days was put in provisionally when the Executive Council considered the matter at Calcutta although we came to no definite conclusion. I thought we might reduce the period to 42 days, as with Air Mail facilities this might not be an unliberal time. It would give one week for Agents to receive the communication from the Conference, 10 days for Air Mail, 14 days for consideration at home and sending a reply.

MR. HARRISON: I do not think 42 days will suit my Railway. This rule deals with questions of policy and management, and when such a question comes from the General Secretary, it might be necessary to consult Departments. This period will not be sufficient to obtain all the information I require before replying to the question.

MR. JARRAD: Let 42 days be first given a trial to see what the practical results are. I rather imagine that the cases visualized by Mr. Harrison would be those of sufficient importance in which the Railway Board would possibly address the Board of Directors direct. It seems to me that if the Railway Board have to wait for a very considerable time to obtain the opinions of the Conference, they will simply address the Agents direct. So, my suggestion is that this be at least given a trial and if it is found to be impracticable we can change it.

After discussion it was decided to fix the period at 50 days.

PROCEEDINGS OF THURSDAY, THE 11TH OCTOBER 1934.

Proposed in full Conference by Mr. Wilson (Great Indian Peninsula Railway) and seconded by Lt.-Col. Stallard (Madras and Southern Mahratta Railway):—

Proposal No. 22. (i) That the rules as proposed by the President and his Executive Council be accepted with the following modifications:—

(a) In proposed Fundamental Rule 2.—the period of 60 days should be 50 days.

(b) New Fundamental Rule 4.—should be revised to read as follows:—

The Association may, at the instance of the Railway Board or of any railway, consider questions of railway management and operation and make recommendations with regard to them as well as with regard to practice and procedure for the information of railways.

A resolution carried under this rule is not binding.

*(c) In proposed rule 4 of Chapter III.—“sanction” should be substituted for “allotment of funds.”

*(d) In proposed rule 5, clause (iv) of Chapter III.—the words “salary or” should be omitted.

*(e) In proposed rule 5, clause (v) of Chapter III.—the words “or the new State Railway Leave Rules as the case may be,” should be inserted between the words “transferred” and “but”.

(ii) The draft rules as finally approved are printed as Appendix C.

Resolution No. 22.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 24.

Proposed revision of General Classification of Goods.

(Fundamental Rules 2 and 7).

SIR PERCY ROTHERA in presenting the Report of Sub-Committee No. 1 (*vide* Appendix D) made the remarks printed on page 48.

The Conference went into Committee of Conference. The question was discussed at length and the further consideration of the same was postponed to Friday, the 12th October 1934.

(SEE PAGE 48).

Report of Sub-Committee No. 2.

SUBJECT No. 4.—EAST INDIAN RAILWAY'S REPRESENTATION REGARDING WAGON HIRE CHARGES FOR FEBRUARY 1933 (BROAD GAUGE).

SUBJECT No. 6.—MECHANISM FOR CONTROLLING THE SPEED OF WAGONS IN GRAVITY AND HUMP MARSHALLING YARDS.

SUBJECT No. 16.—TO CONSIDER THE GENERAL SECRETARY'S REPORT ON THE WAGON POOL FOR THE YEAR ENDING 31ST MARCH 1934.

SUBJECT No. 18.—ADVISORY COMMITTEES—APPOINTMENT OF—FOR THE YEAR 1935-36.

(*VIDE APPENDIX E*).

MR. JARRAD, —

Mr. President and Gentlemen, I have pleasure in submitting the report of Sub-Committee No. 2, in regard to Subjects Nos. 4, 6, 16 and 18. The report is self-explanatory, and in consequence I have nothing further to add.

SUBJECT No. 4.

East Indian Railway's representation regarding wagon hire charges for February 1933 (Broad Gauge).

(*Fundamental Rule 1*).

Proposed in full Conference by Mr. Jarrad (Bengal Nagpur Railway) and seconded by Mr. Highet (North Western Railway):—

Proposal No. 23. *That the recommendations of Sub-Committee No. 2 (vide Appendix E), appointed under Resolution No. 2 of October 1934, reproduced below, be accepted:—*

The Sub-Committee agree with the expression of opinion in Operating Committee's Resolution O/353, viz., that the E. I. Railway are, under the rules, liable for hire, and the Sub-Committee recommend therefore that no remission of hire be granted. They are further of opinion that it is not feasible for the Director of Wagon Interchange to distinguish between uneconomical and other wagons so long as the former remain in the Pool.

Resolution No. 23. The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 6.

Mechanism for controlling the speed of wagons in gravity and hump marshalling yards.

(*Fundamental Rule 2*).

Proposed by Mr. Jarrad (Bengal Nagpur Railway) and seconded by Mr. Highet (North Western Railway):—

sal No. 24. *That the recommendations of Sub-Committee No. 2 (vide Appendix E), appointed under Resolution No. 2 of October 1934, reproduced below, be accepted:—*

The Sub-Committee recommend that any railway that possesses information on this subject should submit it to the General Secretary for reference to the Mechanical Section who should then, in the light of this information, further consider the necessity for a deputation to Europe.

Resolution No. 24. The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 16.

To consider the General Secretary's report on the Wagon Pool for the year ending 31st March 1934.

(Fundamental Rule 1).

Proposed by Mr. Jarrad (Bengal Nagpur Railway) and seconded by Mr. Highet (North Western Railway) :—

That the General Secretary's report on the Wagon Pool for the year ending 31st March 1934 be recorded and that the recommendations of Sub-Committee No. 2 (vide Appendix E), appointed under Resolution No. 2 of October 1934, reproduced below, be accepted :— Proposal No. 25.

(i) *That the Railway Board's special attention be drawn to paragraph 27 of the General Secretary's Report on the working of the Broad Gauge Wagon Pool for the year ending 31st March 1934 and to Resolution O/403 of the Operating Committee, both reproduced below :—*

PARAGRAPH 27 OF THE GENERAL SECRETARY'S REPORT ON THE WAGON POOL FOR THE YEAR ENDING 31ST MARCH 1934 :—

Except for a short period during February 1934 referred to in paragraphs 2 and 3, the Pool was able to meet all demands made on it. This result was rendered possible only by the satisfactory reduction between March 1933 and February 1934 of the number of wagons temporarily out of service, vide paragraph 10. In the General Secretary's reports for the previous two years, when traffic was abnormally light, reference was made to the narrow margin between demand and supply of wagons which would result from a trade recovery. The recovery has been such that in the busiest period of the year the margin was reduced to a minus quantity. Estimates of future wagon requirements have been based on an increase during the busy season of 1933-34 of 10 per cent. over the 1931-32 traffic, for which the Association estimated 136,500 effective wagons would be required. Actual traffic reached the estimated figure and it is significant that during the peak period every one of the 135,000 effective wagons was pressed into service as against the 128,700 wagons which the Railway Board considered would be sufficient to handle this traffic which, it may be noted, has been taken as their estimated figure for 1934-35 also. The welcome continuation of traffic improvement which has marked the opening weeks of 1934-35, however, indicates that the traffic during that year will be considerably more than 10 per cent. in excess of the traffic during 1931-32 and emphasises the necessity of :—

(a) maintaining the number of wagons temporarily out of service so that it does not exceed the present figure, i.e., 12,000 ;

(b) obtaining, in addition to the 2,882 renewal wagons which it is understood the Railway Board have ordered for delivery in 1934-35, a substantial instalment of the renewal of the 14,010 uneconomical wagons referred to in paragraph 5 ;

(c) ensuring the maintenance in serviceable condition of such of the 14,010 uneconomical wagons as are not replaced by new ones before 31st December 1934.

Anything short of these measures would, I am afraid, bring home in an unpleasant fashion the fact that the risk of the Pool not being able to reap the full benefit of the swing of the trade pendulum, which I referred to in my report for 1931-32, was not an imaginary one.

RESOLUTION No. O/403 OF MEETING No. 24 (JULY 1934) OF THE OPERATING COMMITTEE :—

The Operating Committee having read the report of the Sub-Committee, dated Calcutta, 5th and 6th March 1934, on the subject of "Uneconomical" wagons, note the recommendations with regard to the replacement of some 10,000 out of 14,000 wagons, classed as "Uneconomical", belonging to the E. I., B. N. and G. I. P. Railways and desire to draw attention to the fact that the traffic dealt with at the commencement of 1934 required the use of these 10,000 wagons. The Committee are of the opinion that if equal tonnage, or an anticipated larger tonnage, is to be handled in the next busy season, it is essential that all "Uneconomical" wagons, the replacement of which is contemplated, should be maintained in efficient running condition until such wagons are actually replaced.

(ii) *That pending a final decision as to replacement or re-conditioning of these uneconomical wagons funds be provided without delay for putting them into serviceable condition.*

(iii) *The Conference would emphasise that failing immediate action on these lines there is likely to be a serious wagon shortage next busy season.*

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 25.

SUBJECT No. 18.

Advisory Committees—appointment of—for the year 1935-36.

(Fundamental Rule I).

Proposed by Mr. Jarrad (Bengal Nagpur Railway) and seconded by Mr. Highet (North Western Railway):—

Proposal No. 26. *That the report of Sub-Committee No. 2 (vide Appendix E), appointed under Resolution No. 2 of October 1934, reproduced below, be accepted:—*

As no suggestions for Advisory Committees have been received, the Sub-Committee have no recommendation to make.

Resolution No. 28. The proposal was put to the vote and CARRIED unanimously.

The Conference adjourned to Friday, the 12th October.

PROCEEDINGS OF FRIDAY, THE 12TH OCTOBER 1934.

The Officers present were the same as on Thursday, the 11th October 1934, except that Messrs. Maflin (N. S. Railway), Edwards (B. L. Railway) and Irens (U. C. Railway) having left the station, Messrs. Nailer (N. S. Railway), Wilson (G. I. P. Railway) and Fearfield (Bk. S. Railway) represented these railways respectively.

Mr. Vipan (A. B. Railway) represented the A. B. and D. S. Railways for the day.

Messrs. Crosthwaite and Darby having left Simla, the Burma Railways were not represented.

The Proceedings of Thursday, the 11th October 1934, were read and confirmed.

Report of Sub-Committee No. 3.

SUBJECT No. 10.—ISSUE OF A SINGLE PASS FORM TO COVER BOTH OUTWARD AND RETURN JOURNEY OVER FOREIGN RAILWAYS.

SUBJECT No. 12.—PASSES TO GUARDIANS OF CHILDREN OF EMPLOYEES ATTENDING SCHOOLS.

SUBJECT No. 22.—REVISION OF PRIVILEGE TICKET ORDER FORMS.

SUBJECT No. 23.—FREE CONVEYANCE OF PERSONS ACCUSED OF NON-COGNIZABLE OFFENCES UNDER THE RAILWAY ACT.

(VIDE APPENDIX F.)

MR. GORDON:—

Mr. President, before presenting the Report of Sub-Committee No. 3, I desire to thank Col. Stallard for his very valuable assistance in the consideration and examination of Subject No. 22, and—at the same time—to thank Mr. Price and Major Evans who were, in an unofficial capacity, co-opted to serve on this Sub-Committee.

As the Report has been framed in the form of a brief résumé of the considerations and contentions which led to the conclusions arrived at and the recommendations made, it is clear that no further remarks from me are, at this stage, in any way necessary.

I beg to submit, for the consideration of the Conference, the Report of Sub-Committee No. 3.

SUBJECT No. 10.

Issue of a single pass form to cover both outward and return journey over foreign railways.

(Fundamental Rule 1).

Proposed by Mr. Gordon (Jodhpur Railway) and seconded by Mr. Harrison (Bombay, Baroda and Central India Railway):—

That the recommendations of Sub-Committee No. 3 (vide Appendix F), Proposal No. 27, appointed under Resolution No. 2 of October 1934, reproduced below, be accepted:—

- (i) *The issue of a single pass form to cover both outward and return journey over foreign railways be adopted.*
- (ii) *While a standard form is not deemed essential the form* now in use on the E. I. * See page 149. Railway be adopted as a model as it contains all essentials, with the exception that provision should be made for the inclusion of details of break of journey both on the outward and return journey.*
- (iii) *Rule 88 (28) of Conference Regulations, Part II, 1934-35 edition, be modified as under:—*

A monthly return of passes issued is to be submitted to the Chief Auditors or Chief Accounts Officers of the railways over which passes have been issued and to the Chief Auditor or Chief Accounts Officer of the home railway not later than the last day of the month following that to which they relate.

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 27.

SUBJECT No. 12.

Passes to guardians of children of employees attending schools.

(Fundamental Rules 3 and 7).

Proposed by Mr. Gordon (Jodhpur Railway) and seconded by Mr. Harrison (Bombay, Baroda and Central India Railway):—

That the recommendations of Sub-Committee No. 3 (vide Appendix F), Proposal No. 28, appointed under Resolution No. 2 of October 1934, reproduced below, be accepted:—

If the guardian be:—

- (i) *a member of the employee's family or dependent relative .. may be granted the class of pass to which the employee is eligible.*
- (ii) *a paid nurse or governess or friend of the employee .. may be granted a second class pass or if this be higher than the class of accommodation to which the employee is eligible the class of pass to which the employee is eligible.*
- (iii) *a domestic servant .. may be granted a third class pass.*

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 28.

SUBJECT No. 22.

Revision of privilege ticket order forms.

(Fundamental Rules 3 and 7).

Proposed by Mr. Gordon (Jodhpur Railway) and seconded by Mr. Harrison (Bombay, Baroda and Central India Railway):—

That the recommendations of Sub-Committee No. 3 (vide Appendix F), Proposal No. 29, appointed under Resolution No. 2 of October 1934, reproduced below, be accepted:—

- (i) *The application and the order form for privilege tickets should be separate.*

SUBJECT No. 22—(concl'd.).

Proposal No. 29.
—(concl'd.).

- (ii) *The application form—which should be for privilege ticket orders only and not for leave and passes in addition—should be as per Appendix D, page 89 of Conference Regulations, Part II, 1934-35 edition.*
- (iii) *The order form recommended by the Personnel Section at their Meeting No. 1 (1934) be accepted, with the exception that provision should be made thereon for the signature of a witness to the signature of the applicant whether the latter is travelling or not. This witness should be a responsible official of the applicant's department.*

Resolution No. 29. The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 23.

Free conveyance of persons accused of non-cognizable offences under the Railway Act.

(Fundamental Rules 3 and 7).

Proposed by Mr. Gordon (Jodhpur Railway) and seconded by Mr. Harrison (Bombay, Baroda and Central India Railway) :—

Proposal No. 30. *That the recommendations of Sub-Committee No. 3 (vide Appendix F), appointed under Resolution No. 2 of October 1934, reproduced below, be accepted :—*

Free conveyance should not be given to persons accused of non-cognizable offences under the Railway Act.

Resolution No. 30. The proposal was put to the vote and CARRIED unanimously.

Report of Sub-Committee No. 1.

SUBJECT No. 5.—DIVISION OF TECHNICAL SUBJECTS AS BETWEEN THE I. R. C. A. AND THE CENTRAL STANDARDS OFFICE.

SUBJECT No. 17.—TO APPROVE OF THE AUDITED EXPENDITURE OF THE INDIAN RAILWAY CONFERENCE ASSOCIATION FOR THE FINANCIAL YEAR 1933-34, AND ESTIMATE OF EXPENDITURE FOR THE FINANCIAL YEAR 1935-36.

A. CONFERENCE BRANCH.

B. INTERCHANGE BRANCH INCLUDING NEUTRAL CONTROL.

(Vide APPENDIX D.)

SIR PERCY ROTHERA :—

Mr. President, in presenting the Report of Sub-Committee No. 1 on Subjects Nos. 5 and 17, I feel that there is little I can add to what has been included in the report itself.

* The essence of Subject No. 5 and of the recommendations made in the draft resolution contained in the Sub-Committee's report is a closer co-ordination between the Standards Committees working with the Central Standards Office and the Association through its technical Sections.

It will, I think, be agreed that any improvement which it is possible to make in this direction must tend towards improved efficiency which is always to be desired.

With regard to Subject No. 17, viz., the Accounts of the Association for 1933-34 and the Budget for 1935-36, while your Sub-Committee are entirely satisfied with the accounts and the budget, they have, in their Report, made certain suggestions in connection with the preparation of future budgets which they consider will simplify their presentation and lead to a closer comparison between forecasts and actuals.

SUBJECT No. 5.

Division of technical subjects as between the I. R. C. A. and the Central Standards Office.

(Fundamental Rule 1).

Proposed by Sir Percy Rothera (South Indian Railway) and seconded by Mr. Wilson (Great Indian Peninsula Railway) :—

That the recommendations of Sub-Committee No. 1 (vide Appendix D), Proposal No. 31, appointed under Resolution No. 2 of October 1934, reproduced below, be accepted :—

(i) *That the division of all technical subjects as between the Association and the Chief Controller of Standardisation should be, broadly speaking, operation to the former and design to the latter it being understood that the term " design " relates only to I. R. Standards.*

(ii) *That the issue of orders on the recommendations contained in the reports of the various Standards Committees should be deferred until such reports have been considered by the appropriate Section of the Association and that, for this purpose, it is requested that all Standards Committees should meet early enough to ensure their reports being in the hands of the members of the Sections concerned not later than two months before their meetings.*

(iii) *That as there are separate Standards Committees for Civil Engineering, Locomotive, Carriage and Wagon and Signal and Interlocking matters and as Electrical Engineering on railways is advancing rapidly and developments are continually taking place, the time has come for the formation of an Electrical Standards Committee.*

(iv) *That each Standards Committee should consist of 4 or more members of whom normally not more than 2 should be new members.*

(v) *That in order to ensure continuity and the selection of the most suitable officers, the Association be given an opportunity of making suggestions as to the personnel of all Standards Committees.*

(vi) *That the General Secretary be directed to forward a copy of this resolution to the Railway Board for their consideration.*

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 31.

SUBJECT No. 17.

To approve of the audited expenditure of the Indian Railway Conference Association for the financial year 1933-34, and estimate of expenditure for the financial year 1935-36.

A. Conference Branch.

B. Interchange Branch including Neutral Control.

(Fundamental Rule 1).

Proposed by Sir Percy Rothera (South Indian Railway) and seconded by Mr. Wilson (Great Indian Peninsula Railway) :—

That the recommendations of Sub-Committee No. 1 (vide Appendix D), Proposal No. 32, appointed under Resolution No. 2 of October 1934, reproduced below, be accepted :—

(i) *That the audited expenditure for the year 1933-34 of the Conference Branch (Rs. 62,290), the Wagon Interchange Branch (Rs. 1,17,728), the Neutral Control Headquarters (Rs. 55,111) and the Neutral Control Junctions (Rs. 1,56,193) as shewn in the statement A on page 114 of Appendix D be approved.*

(ii) *That the estimated expenditure for the year 1935-36 of (1) the Conference Branch of Rs. 79,700, (2) the Wagon Interchange Branch of Rs. 1,36,700, (3) the Neutral Control Headquarters Branch of Rs. 67,900 and the Neutral Control Junctions of Rs. 1,66,000 as shewn in statement 1 on page 126 of Appendix D be sanctioned.*

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 32.

SUBJECT No. 24.

Proposed revision of General Classification of Goods.

*(Fundamental Rules 2 and 7).**(Vide APPENDIX D).*REMARKS MADE BY SIR PERCY ROTHERA ON THE 11TH OCTOBER 1934 *vide*
PAGE 41.

Mr. President, in presenting the report of Sub-Committee No. 1 on Subject No. 24, I would in the first place like to thank the members of this Sub-Committee for the cordial co-operation and assistance they have afforded me in the preparation of this report. I feel sure it will be generally agreed that Subject No. 24 is a very complicated and important one and also one which admits of many points of view and of much discussion. Had it not been for this cordial co-operation it would, I feel sure, have been difficult to arrive at a considered and unanimous report in the somewhat limited time at our disposal. I would like also to record my appreciation of the excellent work done in this connection by the Commercial Committee who devoted a very considerable time to the initial investigation of this subject and whose preliminary notes on it were of the greatest assistance to your Sub-Committee in the framing of their report.

At first sight it would seem, Sir, that this report which I have the pleasure to present, is in conflict with Conference Resolution No. 29 of 1933 but I do not consider that this is really the case. The gist of Resolution No. 29 is contained in its sub-paragraph (iii) in which the Conference decided that the appointment of an Advisory Committee was necessary in order to ascertain what information should be obtained and what statistics would be necessary before a revision of the classification could be undertaken. The information desired has been very fully supplied in the very able and complete report submitted by the Special Committee appointed as the result of that resolution and whose report is now before this Conference for consideration.

I would, however, draw your attention to the wording of sub-paragraph (iii) of Resolution No. 29 of the 1933 Conference in which the Committee asked for is described as "Advisory" presumably with the intention of allowing the Conference freedom to decide what further action should be taken after the information desired has been placed before them.

The Special Committee's report shows very clearly that a mass of additional information and statistics must be collected before a complete revision of the present classification can be undertaken and that, if such a revision be decided upon, it must consequently be some considerable time before any change of any sort can be effected in the existing classification or tariffs.

Your Sub-Committee, Sir, is of the considered and unanimous opinion that what is required at the present moment is not so much a complete revision of the classification but rather a simplification or, one might say, a cleaning up of the tariffs as they exist at present and that both in the interests of railways themselves as well as of the mercantile community generally such a simplification is desirable at as early a date as possible.

I think it may be accepted almost as an axiom that the question of rates and rating is not and can never be an exact science but must of necessity always largely be the result of trial and error. Your Sub-Committee is unanimously of opinion that the frame work of our existing rates structure which is the growth of many years of experience and of experiment is fundamentally sound and that it does not require revision. In course of time, however, various conditions of carriage have grown up around it and it is mainly these which require to be examined and if possible removed in order that the tariffs may be made to conform with modern changes and conditions which are the results of the general development of the country.

Your Sub-Committee, Sir, consider that the mass of statistics suggested by the Special Committee are not essential for the purpose of effecting this simplification which they consider can be more easily and more quickly obtained by other means

and in support of this opinion they have in their report reviewed each of the terms of reference as given to the Special Committee in the light of the Committee's recommendations.

In concluding their report, your Sub-Committee have recommended for the consideration of this Conference what in their opinion is a method by which the much desired simplification of the present tariffs can be obtained and that too in the minimum possible time.

They have not, however, considered it advisable at this stage to draft a resolution for consideration as they are of opinion that this can only be arrived at after their report has been considered by this Conference.

PROCEEDINGS OF FRIDAY, THE 12TH OCTOBER 1934.

Proposed by Mr. Venables (East Indian Railway) and seconded by Mr. van Someren (Eastern Bengal Railway):—

- (i) *That the Report of Conference Sub-Committee No. 1 (vide Appendix D, Proposal No. 33. be accepted.*
- (ii) *That railways should collect the statistics and information referred to in clauses (ii), (iv) and (ix) of paragraph III of the Conference Sub-Committee's Report, the zone statistics referred to in clause (iv) being for the financial year 1934-35.*
- (iii) *That the General Secretary should collect the information referred to in clause (viii) of paragraph III of the Conference Sub-Committee's Report.*
- (iv) *That a Sub-Committee constituted as under should examine, as regards the Calcutta group of railways, their present rating conditions and peculiarities with the view of suggesting, out of their experience, a general method of simplification and revision which could be followed by other railways or groups of railways for consideration at the 1935 spring Conference:—*

Mr. V. E. D. Jarrad, Agent, B. N. Railway (Chairman).

Chief Commercial Manager of the E. I. Railway.

Commercial Traffic Manager of the B. N. Railway.

Traffic Manager of the E. B. Railway.

(With powers to co-opt.)

As the existing staff of the Commercial Branches will not be able to undertake this work in addition to their normal duties, it will be necessary to obtain the sanction of the Conference for temporary appointments. These requirements will be determined after consultation in Calcutta by the three railways concerned.

- (v) *That the General Secretary be directed to forward a copy of this resolution to the Railway Board in reply to their letter No. 3310-T., dated the 28th September 1934.*

The proposal was put to the vote and CARRIED unanimously.

Resolution No. 33.

The Conference adjourned to Saturday, the 13th October 1934.

PROCEEDINGS OF SATURDAY, THE 13TH OCTOBER 1934.

The Officers present were the same as on Friday, the 12th October 1934, except that Messrs. R. L. Bliss and G. E. Cuffe represented the A. B. and D. S. Railways, respectively.

Mr. J. D. Westwood having left the station, Mr. D. A. Fettes represented the B. & N. W. Railway.

The Proceedings of Friday, the 12th October 1934 were read and confirmed.

SUBJECT No. 20.

Election of President of the Indian Railway Conference Association for the year 1935-36.

(*Fundamental Rule 1*).

Proposed by Mr. Jarrad (Bengal Nagpur Railway) and seconded by Mr. Wilson (Great Indian Peninsula Railway):—

Proposal No. 34. *That Mr. J. C. Highet, Agent, North Western Railway, be elected President of the Indian Railway Conference Association for the year 1935-36.*

Resolution No. 34. The proposal was CARRIED with acclamation.

MR. HIGHET :

Gentlemen, I thank you very much for the great honour you have done me. I trust that I may prove worthy of your confidence.

SUBJECT No. 21.

Date and place of the next Conferences.

(*Fundamental Rule 1*).

The Conference went into Committee of Conference.

Proposed in full Conference by Mr. Highet (North Western Railway) and seconded by Mr. Venables (East Indian Railway):—

Proposal No. 35. *(i) That the 1935 spring Conference be held at Delhi, commencing at 11 A.M. on a date following the meetings of the Railway Board with Agents. The Railway Board to be invited to fix their dates at the commencement of a week;*

and

(ii) that the next autumn Conference be held at Simla, commencing from 11-30 A.M. on Saturday, the 5th October to the 12th October 1935.

Resolution No. 35. The proposal was put to the vote and CARRIED unanimously.

PRESIDENT:

Gentlemen : we here conclude the work of this session, being the 31st Conference of railway delegates. A marked feature of this Conference has been the smooth and expeditious way in which our business has been transacted and for this we have to thank the three Sub-Committees who so ably handled the subjects referred to them.

Their meetings extended over several days and had necessarily to be held at odd times—in the early morning or late evening—as the Conference sittings permitted.

You will I am sure agree that special mention must be made of the work done by Sub-Committee No. 1 under the Chairmanship of Sir Percy Rothera. Amongst other subjects dealt with by his Committee was that difficult and involved problem, the Revision of the General Classification of Goods, which has for some time

past been receiving the consideration of the Railway Board and is the outstanding feature of this year's Conference. Owing to its importance and the far reaching effects entailed, No. 1 Sub-Committee was composed, in greater part, of Agents and their report may be taken as representing the considered views of all railways in India. These views are founded on the experience of expert officers whose energies have been devoted to this subject for many years of their service.

Sir Percy Rothera in presenting the report of his Sub-Committee has cordially acknowledged the co-operation and assistance of his colleagues and of the excellent work done by the Commercial Committee which was co-opted.

He has also acknowledged the work of the Special Committee under the Chairmanship of Mr. Sims. The Conference Sub-Committee does not consider all the statistics proposed by Mr. Sims's Committee are necessary or that at the present moment a complete revision of the Classification is as essential as simplification.

The proposal accepted by the Conference that the Calcutta group of railways should consider this matter in the light of actual practice, under the experienced Chairmanship of Mr. Jarrad, leaves us with the assurance that it will be dealt with expeditiously and that concrete results may confidently be looked for at the spring Conference of next year.

Another important matter considered by this Conference is the Revision of the Conference Rules, re-arranging and bringing them up-to-date. The revision has received your approval and will now go to the Railway Board and Boards of Company railways for their acceptance.

The report of the Medical Section presented by Sir Hassan Suhrawardy offers commonsense suggestions and recommendations which will be of assistance to Administrations.

The Electrical Section presented a valuable report. At this session it has been recommended that an Electrical Standards Committee should be formed.

I would also make reference to Subject No. 16, being the General Secretary's report on the Wagon Pool, with the Sub-Committee's recommendations thereon, inviting the Railway Board's special attention to the Broad Gauge wagon position. The Conference has emphasised that failing immediate action on the lines recommended by the Sub-Committee there is likely to be a serious wagon shortage next busy season.

You will I am sure join with me in expressing our indebtedness and offering our thanks to Mr. Lawrence who at this, his first Conference as General Secretary, has so ably and methodically guided its business and helped the Presidential chair. Mr. Christian and his staff, likewise well deserve our thanks.

We are grateful to the Government Press for the prompt and efficient way in which our printing work has been done.

We have now to say farewell to Sir Percy Rothera and Mr. Raymond Bliss. Their ripe experience and assistance, always so gladly afforded, will without doubt be a loss to future Conferences.

I finish by thanking all of you for having made my Presidential duties so great a pleasure.

Mr. R. L. Bliss :

Mr. President and Gentlemen : It is my privilege to-day to propose a vote of thanks to our President, Mr. Williamson. But first of all, Sir, I should like to thank you for the kind references you have made to me and my association with the Conference. The time must come sooner or later for all of us to retire but the knowledge that this must be makes the breakaway no easier after having attended the Conference for so many years and I regret very much that this will be my last Conference. I am sure all present here would wish me to take this opportunity, though the event is long past, to express our sympathy, if somewhat belated, with Mr. Williamson and the B. & N. W. Railway on the catastrophe that overtook that railway in January of this year and to congratulate him and his officers on the energy displayed and remarkable speed with which they were able to restore communications thereby assisting to alleviate in no small measure the sufferings of those in the devastated area. Both Sir Joseph Bhore and Sir Guthrie Russell in their

speeches last Saturday referred in the highest terms to the extraordinary achievements of Mr. Williamson and his officers in restoring the line so quickly and Sir Joseph expressed the appreciation of the Government of India for these services and I am sure we to-day fully endorse everything that was then said. Troubles never come singly and, as if the earthquake was not sufficient, the main line of the B. & N. W. Railway was recently badly breached by floods but with their usual determination, energy and skill this has now been repaired. They have had more than their share of bad luck and we can only hope that Mr. Williamson and his railway will be spared from any further disasters of such magnitude in the future.

In appointing Mr. Williamson as our President we selected a man of remarkable ability. Of his contribution towards the welfare of the Association by work he has done as President I need say little. You have seen for yourselves during this session the expert manner in which he has guided our deliberations and helped us to come to what we hope are the right conclusions. When we realise that Mr. Williamson for the last nine months while battling with earthquakes and floods has found time to serve on the Advisory Committee in connection with the safety of the Hardinge Bridge, to preside over a meeting of the Executive Council in Calcutta to revise Conference Regulations, Part I, and in addition to his ordinary work to take in his stride, so to speak, the duties of the President of the Association including the preparation of his very able opening address, we can only be filled with admiration for his courage and constitution and, as if all this were not enough, he appears to have found time not only to study but also to experiment with the latest traffic signals of Mr. Hore-Belisha so that for the first time in the annals of the Conference a member can now cross the floor in safety provided he conforms to the signals! And here, Sir, if I might make a suggestion it is that in future years the lights or a repeater might be put on the mantel-piece where they can be seen by all, as at present the lamps are not sufficiently strong to penetrate the broad backs of the members sitting on the opposite side of the table!

We have dealt with two important subjects this Conference, the revision of Part I of the Conference Regulations and the Goods Classification. As regards the former these now await the approval of the Controlling Authorities and when they accept them we shall I think have taken a considerable stride forward for the quicker expedition of our work and for bringing our machinery up-to-date.

As regards the Goods Classification—I will not refer to it as simplification—as from the many discussions that have taken place this week there is some doubt in my mind as to whether we are striving for simplification, amplification, elucidation, standardisation or some other “ation”. Sir, you have already referred to this matter and I need say no more but if as a result of our deliberations on this thorny subject we are able to remove some of the existing absurdities from the goods classification, our labours will not have been in vain.

I cannot conclude these remarks without a reference to our General Secretary and his staff. This is the first Conference Mr. Lawrence has been our permanent Secretary though he is no stranger to us and on behalf of the Conference I tender him and his staff our hearty thanks for the work they have done. The smooth working of the Conference and the rapid disposal of business is in no small measure due to the organisation and efficiency of the Secretary's office, though during the Conference it frequently means burning the midnight oil. In these remarks I would also include the work of the Government Press and endorse, Sir, what you have said in regard to the excellent work done by them.

I understand, Sir, this is probably the last Conference you, too, will attend and if such is the case I know I am expressing the feeling of all present when I say how much you will be missed and you will I am sure take away with you many pleasant recollections of the 1934 Conference as we most certainly shall do.

It now only remains for me to propose a hearty vote of thanks to our President, Mr. Williamson, more generally known as “Ballams”.

Mr. HIGHT:

Mr. President and Gentlemen, it gives me much pleasure to second the vote of thanks to our President which has been moved by Mr. Bliss so ably that anything further I may say will be merely gilding the lily.

I endorse Mr. Bliss's suggestion that the illuminations on the President's table could, with advantage, be repeated on the mantle-piece or at some other high

level. The same thought struck me, although from my seat I enjoyed an unobstructed view of the apparatus and also had the satisfaction of knowing that my back did not interfere with anyone's view. A development for the future might be a 'Spot-light' which the President or the Secretary could direct on inattentive or should I say preoccupied proposers and seconders.

Gentlemen, here I should like to be permitted to say that the vote of thanks proposed by Mr. Bliss brought home most forcibly the serious loss which the Association is about to suffer by his retirement.

But to return to Mr. Williamson, I have often heard our worthy President referred to before, most respectfully and almost awefully, as 'Ballams' ! and I have wondered what was the significance of the term.

I seem to remember having heard in my early days a word "Bellum" which had something to do with War, but the chance of that being in any way connected with the derivation seemed, with my experience of Mr. Williamson, to be absolutely impossible.

I made discreet enquiries from those I thought should be in a position to know. All the information I could get was that they thought it might have some connection with pig-sticking at which I believe Mr. Williamson was almost as expert as he has shown himself to be in the conduct of the business of this Association.

At last I tackled Mr. Williamson himself. I was at first met with a modest silence but eventually I gathered that the name arose from the fact that in his pig-sticking days Mr. Williamson's retinue were invariably over-nourished on account of the custom that the attendants of the 'first spear' have the disposal of the boar when it has become 'pork'.

Gentlemen, I think, you will grant that in other spheres as well as pig-sticking Mr. Williamson is always well to the fore and the way he has discharged his responsibilities as our President is one more proof of his versatility.

I have much pleasure in seconding Mr. Bliss's motion, and in doing so wish to associate myself with his commendations of the work of Mr. Lawrence and his staff.

PRESIDENT :

Mr. Bliss, Mr. Highet and gentlemen, it is very difficult indeed for me to say how much I appreciate the very kind remarks you have made about me. They are quite uncalled for, I may say, 90 per cent. of them. I have done my best, I hope, here in the Conference and as I said in the final words of my last speech it has been a pleasure.

Gentlemen, I thank you. (Applause).

The Proceedings of the day were then read and confirmed.

PRESIDENT :

This now concludes the Thirty-First Session of the Indian Railway Conference Association. This Session is closed.

The President then directed that the proceedings be printed and circulated to railways and that the General Secretary take action as necessary. The following resolutions falling under Fundamental Rule 2 require the approval of the Controlling Authorities :—

5, 10(i), 10(ii), 10(iv), 10(v), 11(ii), 13, 14, 15(ii), 15(iv), 15(v), 15(vi), 16, 18, 19(i), 19(ii), 20(iii), 21, 22 and 33.

B. LAWRENCE,
General Secretary.

J. WILLIAMSON,
President.

APPENDIX A.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE.

The following are the resolutions of the Standing Committee :—

NOTE.—Action on the resolutions against which an asterisk mark is shown has been or is being taken by the General Secretary by amending the rules in the Conference Publications where necessary.

Report No. 22 of the Commercial Committee.

Resolution S.30/33.—That the recommendations made in the following resolutions of Meeting No. 22 of the Commercial Committee held at Bangalore in July 1933 be approved :—

Application of contract or tariff rates for certain journeys of Military personnel.

(*Fundamental Rule 3*).

*Resolution C/267.—The Commercial Committee recommend the following additional note at the head of the Schedule on page 24 of the Military Traffic Rules :—

(i)

NOTE.—An individual is considered for the purpose of these rules to be travelling on duty when performing a journey certified by the Army Department on the warrant to be in the interest of the public service.

Rule 11 of Military Traffic Rules (1932 edition)—Risk.

(*Fundamental Rule 1*).

Resolution C/268.—When this question arose radio sets were not included in the classification. They have since been included as excepted articles. In the opinion of the Commercial Committee an addition to the schedule is unnecessary as these radio sets are covered by the entry "Scientific and musical instruments". The term 'valuable military consignments' is too vague and the Commercial Committee do not recommend the acceptance of the Army Department's proposal to accept all such consignments at Railway Risk.

(ii)

Freight charges payable on wheeled vehicles despatched by rail at Military Contract rates.

(*Fundamental Rule 3*).

Resolution C/269.—The Commercial Committee do not consider there is any justification for acceding to the request of the Army Department. A railway would rarely be able to make use of any spare room in the vehicle in the case of the despatch of motor cars, carts, etc., and it is considered that the Army Department should not object to paying contract rates on the few occasions when these rates operate to their disadvantage.

(iii)

Rule 39 of Military Traffic Rules (1932 edition)—Charges for military sidings.

(*Fundamental Rule 3*).

Resolution C/270.—The Commercial Committee do not recommend any alteration in the existing siding charges. The rate is admittedly an economic one to the Army Department for full wagon loads. The carriage of small consignments involves as much work and expense to railways as the movement of full wagon loads and it is not considered that the reduction of the siding charges would be justified merely to ensure such consignments being carried by rail over the sidings.

(iv)

APPENDIX A.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Rule 104 of Coaching Tariff No. 8 and Appendix B to Military Traffic Rules (1932 edition)—Concessions.

(Fundamental Rule 1).

- (v) *Resolution C/271.—The Commercial Committee recommend that the following rule be incorporated in Rule 104 of Coaching Tariff No. 8 and in Appendix B of the Military Traffic Rules (1932 edition):—

Holders of single and return journey concession tickets for distances more than 100 miles are allowed to break journey one day for every 100 miles or part of 100 miles in addition to the time occupied by the journey except where otherwise specified, each half of a return ticket being considered as a single journey ticket for this purpose. Holders of tickets for distances exceeding 100 miles can break journey *en route* at one or more stations situated either short or in excess of 100 miles, provided the total periods allowed for completion of journeys are not exceeded. Passengers breaking their journeys are required to have their tickets endorsed by the Station Master where they alight thus:—

Broke journey at _____

_____ Station Master.

Dated _____

Serial Nos. 6 and 7 of Appendix B to Military Traffic Rules (1932 edition)—Concession to families of Non-Commissioned Officers and men of the Indian Army.

(Fundamental Rule 3).

- (vi) *Resolution C/272.—The Commercial Committee recommend that Serial No. 7, Column 3, page 56 of Military Traffic Rules (1932 edition) should be revised to read as under:—

When travelling at their own expense from the station at which the head of the family is serving to their homes.

Chemical Warfare Stores—Conveyance by passenger trains.

(Fundamental Rule 3).

- (vii) *Resolution C/273.—The Commercial Committee recommend that Military Chemical Defence Stores should be carried under the following conditions and be included in Schedule II of Red Pamphlet No. 11 with the approval of the Railway Board:—

Serial No.	Description of other dangerous goods.	General Classification.	General packing regulations.	Supplementary packing, transport, loading and unloading regulations.	Conditions under which and amount which may be carried.	
					By goods train.	By mixed or passenger train.
1	2	3	4	5	6	7
86A	Military Chemical Defence Stores.		Government packing regulations.		Carried for Government only.	
					Should be carried by mixed trains where such trains are running. If carried by goods trains, no restriction as to quantity but must be carried in a separate covered wagon with floor covered with 6" of sand which must be separated from the carriage conveying the escort and guard's van by not less than two freight wagons.	By mixed train, no restriction as to quantity but must be carried in a separate covered wagon with floor covered with 6" of sand, which must be separated from the passenger coach and guard's van by not less than two freight wagons. Not carried by passenger train.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Introduction of a concession form for Military and Mercantile Marine Cadets—
Appendix D to Military Traffic Rules (1932 edition).

(Fundamental Rule 3).

Resolution C/274.—The Commercial Committee recommend the acceptance of the form as printed in Appendix A.

(viii)

Conveyance of horses in excess of authorised number on Warrant Form
B—I.A.F.T.1707.

(Fundamental Rule 3).

Resolution C/275.—The Commercial Committee recommend the acceptance of the Army Department's interpretation of the rule.

(ix)

Railway Warrant No. 166920, dated 10th November 1931, ex-Kirkee to Byculla for the journey of H. E. The Governor of Bombay Body Guard Special.

(Fundamental Rule 3).

Resolution C/276.—The Commercial Committee consider that no body guard other than H. E. the Viceroy's is eligible for conveyance at Military Traffic Rates.

(x)

Military Certificate Form for British Troops—Form I.A.F.L. 1180—Revision of.

(Fundamental Rule 3).

Resolution C/277.—The Commercial Committee recommend the revision of the instructions on the back of form I.A.F.L.—1180 as requested by the Army Department with the following alterations:—

(xi)

Para. 5 to read as under:—

5. The return journey must be completed within the specified time shown on the ticket. If, however, the period of availability of return half of the ticket is expired before commencement of the return journey, the holder must purchase an ordinary single journey ticket on payment of the single fare, but if he is detected travelling on the expired date ticket, he will be treated as travelling without a ticket and will be charged the single fares *plus* the usual penalty.

The following to be added as an additional para. :—

7. Any alteration in this form renders it null and void.

The introduction of the revised forms should be held in abeyance until the acceptance thereof by the Army Department.

Apportionment of difference in fares between the booked and diverted routes of tickets issued on Form "E", etc.

(Fundamental Rule 1).

*Resolution C/278.—The Commercial Committee recommend Rule 65 of Coaching Tariff No. 8 should not apply to holders of concession tickets (either military or other) and that the holder of a single journey concession ticket should only be permitted to travel by the booked route at concession rates. If the holder wishes to change his route he should be required to purchase a fresh ticket at full rates over the portion of the journey not included in the original concession ticket.

(xii)

Rule 68 (a), (b), (c), (d), (e), (f) and (g) of Conference Regulations, Part II (1932-33 edition)—Inter-Railway liability for legal expenses.

(Fundamental Rule 1).

Resolution C/279.—In the opinion of the Commercial Committee under the existing rules any railway is entitled to arrange its own legal defence when sued and the total legal expenses incurred by all railways represented must be divided as provided for in Rules 29 and 68 of Conference Regulations, Part II (1932-33 edition). In the particular case referred to the Commercial Committee the total legal expenses incurred by the Morvi Railway and the B. B. & C. I. Railway should be divided in mileage proportion

(xiii)

APPENDIX A.]

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Rates for drugs.

(Fundamental Rule 3).

- (xiv) *Resolution C/280.*—The Commercial Committee consider that it is difficult to distinguish between indigenous drugs and those imported from abroad but do not recommend any change in the existing classification.

Heavy Chemicals—Remarks on rating by Indian Tariff Board.

(Fundamental Rule 3).

- (xv) **Resolution C/281.*—The revision of the classifications of chemicals, as recommended by the Commercial Committee in Resolution C/248 II of Report No. 20, was based principally on the values of the several chemicals, other factors, such as principal uses, characteristics (whether dangerous or non-dangerous, liquid or non-liquid), etc., being also taken into consideration. In view of the fact, however, that the six articles mentioned below move in fairly large quantities and are used in important industries and as any large increase in the rates would affect local industries, the Commercial Committee, on reconsideration, recommend that the articles in question be re-classified as follows :—

						Present classification.		Proposed classification.	
						R.R.	O.R.	R.R.	O.R.
Alum	..	..	..	..	..	1	..	2	1
Muriate of potash	..	..	..	..	..	LL 1	..	2	1
Soda crystals or soda ash (alkali)			..	..	..	1	..	2	1
Sulphate of alumina		..	..	..	..	1	..	2	1
Sulphate of potash		..	..	..	..	1	..	2	1
Silicate of soda	..	..	..	..	..	2	..	2	1

Payment for the cost of the Credit Note System by private firms.

(Fundamental Rule 1).

- (xvi) *Resolution C/283.*—The Commercial Committee are of opinion that the credit note system with reputable firms is a convenience alike to traders and the railways. They do not, therefore, recommend the recovery of commission charges. The position is entirely different in regard to Government departments which issue large numbers of warrants for small amounts.

Payment for the use by Civil Departments of the Warrant and Credit Note System.

(Fundamental Rule 1).

Reference :—Conference letter No. C. 74/33, dated 11th December 1933.

- (xvii) **Resolution S. 31/33.*—That Standing Resolution No. 124 of Conference Regulations, Part II, 1933-34 edition, be revised as under :—

124 (i) With effect from the 1st April 1933 the rate of commission to be paid by each Department of a Provincial Government or a Civil Department of the Government of India using the warrant and credit note system is Rs. 16 per 100 warrants and credit notes, subject to a minimum charge of Rs. 4-8-0 per month when the total number of warrants and credit notes issued on any one railway by all the officers of a "Department" does not exceed 28 in that month with the exception that for Railways parties to the Clearing Accounts Office the minimum charge will be levied in respect only of local warrants and credit notes.

(ii) The minimum charge will not be levied if the warrant or credit note system is not used in any month by a "Department".

(iii) In calculating the minimum charge the practice of each Provincial Government in respect of what constitutes a "Department" should be followed.

(iv) It is optional for a "Department", to use either the cash payment or the warrant and credit note system.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Dissents from Conference Regulations.

(Fundamental Rule I).

Reference :—Conference letter No. C. 75/33, dated 13th December 1933.

* **Resolution S. 32/33.**—That the recommendations made in the following resolutions of Meetings Nos. 22 and 21 of the Commercial and Operating Committees, respectively, held at Bangalore in July 1933, be accepted :—

(xviii)

Resolution C/285.—The Commercial Committee recommend that the dissents of railways to the following rules should be considered as in order :—

23 (ix)

29 (c)

29 (d)

34 (a)

34 (b)

46

47 to 49

83

90 (25)

118

They consider that the J. & D. Railway's dissent to the latter part of Rule 33 (c) contravenes Fundamental Rule 13.

Resolution O/364.—The Operating Committee consider that the dissents of railways to the following rules are in order :—

3 (xiii)

5 (ii)

16 (xiv)

117

130

Report No. 21 of the Operating Committee.

Resolution S. 33/33.—That the recommendations made in the following resolutions of the 21st Meeting of the Operating Committee held at Bangalore in July 1933 be accepted :—

Powers of General Secretary to suspend a rule which is unduly obstructing interchange working (Broad Gauge).

(Fundamental Rule I).

* **Resolution O/350.**—The Operating Committee recommend that the Director of Wagon Interchange shall have powers to suspend a rule for one month in case of emergency in order to prevent junctions being blocked pending immediate reference to the Operating Committee for decision.

(xix)

Ladies travelling in compartments other than those reserved for them.

(Fundamental Rule I).

Resolution O/352.—The Operating Committee recommend that the exhibition of a notice such as that proposed by the Madras and Southern Mahratta Railway should be optional for each railway on its own system, but should not be compulsory for through stock, except by mutual arrangement.

(xx)

Justification for special type of cattle wagon.

(Fundamental Rule I).

Resolution O/354.—The Operating Committee do not consider that a special type of wagon for cattle is required on either the Broad or Metre Gauge.

(xxi)

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Coaching body construction—Mounting clearance (Broad Gauge).

(Fundamental Rule 1).

- (xxii) *Resolution O/355.*—The Operating Committee consider that it is essential that the mounting clearance should be increased.

Inspection charges on wagons built at workshops of private firms (Broad Gauge).

(Fundamental Rule 1).

- (xxiii) *Resolution O/356.*—The Operating Committee do not consider that any charge should be made by the receiving line against the owning railway for taking over wagons from the builders due to the small expenditure involved.

Revision of rules for routing and misuse of Broad and Metre Gauge Coaching Stock.

(Fundamental Rule 1).

- (xxiv) **Resolution O/357.*—The Operating Committee recommend that the existing Rules 2 and 3 of Chapter II, Conference Regulations, Part II, 1932-33 edition, be revised as proposed by the General Secretary.

Allocation of operating costs of vacuum testing plants at junctions (Broad Gauge).

(Fundamental Rule 1).

- (xxv) *Resolution O/358.*—The Operating Committee recommend that the operating cost of vacuum testing plants should be divided between the railways working into the junction on the same basis as the maintenance charges for such plant already included in the joint station agreement.

Disposal of foreign railway obsolete carriage and wagon fittings.

(Fundamental Rule 1).

- (xxvi) *Resolution O/359.*—The Operating Committee recommend that carriage and wagon fittings of foreign railways should be dealt with as under :—
- (i) Each railway should compile half-yearly a list of surplus material of foreign railways and forward the same to the railways concerned with an enquiry if any of the material can be taken back.
 - (ii) Material not required by the owning railway should be treated as scrap by the railway holding it and not be returned.

Inclusion in Rules for Train Examiners of a list of train examining stations (Broad Gauge).

(Fundamental Rule 1).

- (xxvii) **Resolution O/360.*—The Operating Committee recommend that a list of train examining stations should be included in the Rules for Train Examiners.

Damaged Axle Boxes—Rule 11 (10) of the Rules for Train Examiners, 1932 edition (Broad Gauge).

(Fundamental Rule 1).

- (xxviii) **Resolution O/361.*—This subject has been dealt with under Subject O/363 in which it has been recommended that seam welding shall be substituted for tack welding. The Committee consider that seam welding should be commenced at once although under Subject O/363 it is recommended that rejection will not be permissible except on wagons with periodical overhaul dates later than 31st March 1934.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Buffer recoil springs (Broad Gauge).

(Fundamental Rule 1).

*Resolution O/362.—

* * * * *

(xxix)

(iii) The opinion of the Mechanical Section recorded in their Resolution M/135 that buffer recoil springs are necessary has been approved by the Standing Committee. The Operating Committee do not consider that any useful purpose would be served by re-opening this question.

(iv) The Operating Committee recommend that the charge for a missing buffer recoil spring be raised from Rs. 2 to Rs. 3 from 1st January 1934.

Revision of the Rules for Train Examiners.

(Fundamental Rule 1).

*Resolution O/363.—1. The Operating Committee recommend :—

(xxx)

- (i) That the Rules for Train Examiners as revised by the Sub-Committee appointed under Resolution O/287 of the 18th (February 1932) Meeting of the Operating Committee with the modifications detailed in clauses 3 and 4 below, be adopted on all railways with effect from midnight of 31st March 1934. The rules as finally revised are printed as an Accompaniment† to these Proceedings.
- (ii) That the consequent amendments in Conference Regulations, Part II, 1932-33 edition, recommended by the Sub-Committee in Resolution No. 8† of their second meeting held in January 1933, be given effect to from 1st April 1934.

2. The Operating Committee wish to place on record their appreciation of the very thorough manner in which the work entrusted to Mr. Platt and the Members of his Sub-Committee has been carried out. They recommend that the Sub-Committee now be dissolved.

3. With reference to paragraphs 8 (a) and (b) of the 3rd report of the Sub-Committee printed as Appendix A† to these proceedings, the Operating Committee recommend the following revisions of the draft rules :—

- (i) Rule 11 (d) to be revised as under :—

A body, door, roof or floor plate is defective when an ordinary pencil ($\frac{5}{16}$ diameter) can be inserted. These defects must be determined by a survey of the wagon made from the outside at ground level with the doors closed.

- (ii) Rule 11 (k) to be deleted.

- (iii) Rule 53 (28) to be revised as under :—

Corrugated roof sheets of an empty wagon deficient, torn, broken or cut more than 12" in length or with more than two holding down bolts or rivets at the top angle iron deficient in any sheet excluding any damage at the ends of the sheets which does not extend inwards beyond the top angle iron.

Plain roof sheets of an empty wagon torn, broken, cut or corroded to such an extent that there is an opening more than 2" long.

These defects must be surveyed from the outside of the wagon and at ground level with doors closed.

- (iv) Appendix A, item 59 to be revised as under :—

59. Plate, body, roof or door (goods only).

† Not printed.

† See pages 40 to 44 of the Proceedings of the 20th Meeting of the Operating Committee.

APPENDIX A.]

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Res. O/363.—(contd.)

(v) Rule 8 to be revised as under :—

8. Floor boards.—Examination of floor boards is to be carried out from below when applying the following :—

- (a) A wagon originally fitted with a steel floor is considered as permanently fitted with floor boards when the floor sheeting has been removed in such a way that all the floor boards can be seen from below except where they cross an underframe member, gusset or strengthening plate.
- (b) Floor boards gaping to give a clear opening through the floor of more than 1" or any board completely cracked across its width.
- (c) Floor boards may be jointed provided the joint is supported by an underframe member and is not visible from below. The piece of board inserted must be the full width of the original board.
- (d) Floor boards shall be of three types :—
 - (i) Half-lap boards of an effective width of not less than 6" with laps of 1" and a thickness of not less than $1\frac{3}{4}$ ". Make-up boards of the half-lap type shall have an effective width of not less than 4".
 - (ii) Plain boards not less than 4" in width with a thickness of not less than $1\frac{3}{4}$ ".
 - (iii) Two layers of plain boards of a width of not less than 6" and an aggregate thickness of not less than $1\frac{3}{4}$ " with joints staggered. Make-up boards shall have a width of not less than 4".
- (e) New boards fitted in mechanical workshops must be either of type (i) or type (iii). A half-lap board must be replaced by a board of the same type.
- (f) A charge will be levied under item 2 (App. A) for any floor board, other than a batten in a live-stock wagon, with an effective width of less than 4" in a wagon with periodical overhaul date subsequent to 30th June 1932.

4. With reference to the recommendations made in the 3rd and 4th Reports of the Sub-Committee, the Operating Committee recommend that the following alterations to the draft rules be approved :—

Reference.—3rd Report of Sub-Committee appointed under Resolution No. O/287 of the 18th Meeting of the Operating Committee.

Reference to Sub-Committee's recommendations.

Operating Committee's recommendations.

Resolution No. 1(ii) .. Add the following as clauses (ii) and (iii) of draft rule 28 :—

- (ii) Where electrically equipped vehicles are accepted at interchange points without deficiencies or defects and with adequate dynamo and battery capacity the railway which carries out the work of re-charging the battery shall bear the cost.
- (iii) Where electrically equipped vehicles are accepted at interchange points with deficiencies, defects or inadequate dynamo and/or battery capacity, which interfere with the charging or capacity of the batteries, the foreign railway shall be entitled to raise debit against the owning railway at the rate of Rs. 3 per hour for all re-charging.

and in Appendix C between items 14 and 15 add :—

B. G. M. G.

Rs. Rs.

Battery charging per hour .. 3 3

Resolution No. 1 (iii) .. Revise the note to rule 53 (78) as under :—

Note.—Provided that the door does not strike the underframe or strain the hinges as detailed above, a wagon is not rejectable for a deficient door restor if there be no attachment holes for it or if such holes have been filled up by welding or, on certain North Western Railway wagons, if the holes have been filled by rivets and the sole bar has been stencilled NDR.

This rule is applicable to wagons bearing a periodical overhaul date later than 31st December 1932.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Res. O/363.—(contd.)

(xxx)—(contd.)

Reference to Sub-Committee's recommendations—(contd.)

Operating Committee's recommendations—(contd.)

Resolution No. 1 (iv) .. Add the following to the Metro Gauge table :—

Gross load at rail. Journal minimum diameter.

Tons.	Inches.
6½	3½
6	3½
5	3

Resolution No. 1 (v) .. Revise the note to Plato XVII to read :—

M.—Condemning mark Mansell ring.

G. S.—Condemning mark Glut ring or Stud fastening.

Condemning mark to be stamped on both sides of gauge.

and the note to Plato XIX to read :—

Letters M., G. and S. stamped on the gauge refer to broad gauge tyre defect gauge only. The metro gauge tyre defect gauge has one condemning mark only, viz., C.

Resolution No. 1 (vi) .. Add the following additional specification between draft rules 11 and 12 :—

(a) Safety hangers for brake beams and brake pull rods shall be of the following minimum section :—

Broad Gauge. Metro Gauge.

For Brako Beams—

Closed type.. .. 1½" × ¼" 1½" × ¼" or ⅝" dia.

Open type 1½" × ½" 1½" × ⅝"

For Pull rods—

Closed type.. .. 1½" × ¼" 1½" × ¼" or ⅝" dia.
or ⅝" dia.

Open type 1½" × ⅝" 1½" × ⅝"

Note.—This specification will be effective on wagons offered in interchange after 31st December 1936, but when open type hangers require renewal they should be replaced by the closed type.

(b) Where brackets instead of safety hangers are provided on bogie wagons the minimum section for the brackets shall be as specified above for hangers of the open type.

and add the following rule after draft rule 53 (35) as an additional item :—

Safety hanger or bracket for brake beam or pull rod deficient or not in accordance with the specification in Rule—

Note.—This item is applicable to wagons offered in interchange after 31st December 1936.

Resolution No. 1 (vii) .. Revise Rule 37, clause (i) as under :—

37 (i) Railways will undertake the periodical overhaul of their own wagons. Such overhaul shall consist of lifting, thorough examination and repair to enable the wagon to run for the full period until next periodical overhaul, with full painting and lettering.

Resolution No. 2 .. Revise draft rule 3 as under :—

3. *Bracket and Train Examiners' labels.*—The standard bracket label approved for use on all railways and Train Examiners' labels approved for use on Broad Gauge Railways are shown at Appendices† † Not printed.
L, M, N and O at pages 92 to 95.

Resolution No. 3 .. Revise Rule 41 to read as under :—

41. *Standard wheels and axles.*—Standard wheels and axles must be provided without charge by the railway undertaking repairs. For standard types of wheels and axles, see Plates III to XI, pages 35 to 43. Wheels with stud fastenings and Bengal Nagpur Railway wheels with centres less than the standard diameter of 3'-2" are not to be considered as standard when they require re-tyring. In order to ensure that correct wheels and axles will be used, workshops will stamp the distance between journal centres on the journal faces as axles pass through shops.

APPENDIX A.]

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

(xxx)—(contd.)

Res. O/363.—(contd.)

Reference to Sub-
Committee's recom-
mendations—(contd.)

Operating Committee's recommendations—(contd.)

- Resolution No. 4 .. Add the following as clause (ii) of Rule 1 of Chapter II—Specifications :—
- (ii) An axle which has been cut by a back plate shall be reconditioned by turning out the cut. The turned portion shall extend only up to that part of the axle upon which the dust shield may bear. The turning shall not exceed a total depth of $\frac{1}{2}$ inch.
- Resolution No. 5 .. Revise foot-note appearing at pages 78 and 79—Appendix D—as under :—
- Penalties for security fastenings prescribed under Rule 12 will be levied on wagons bearing periodical overhaul date later than 31st December 1936.
- Resolution No. 6 .. Revise items 28 and 29 of Appendix B as under :—
28. Axle box, cast iron, complete with face and slipper plate.
29. Axle box, malleable iron or steel, complete with face and slipper plate.
- Resolution No. 7 .. Revise Rule 4 as under :—
4. *Buffer Recoil Spring*.—A buffer recoil spring shall be either :—
- I. Standard, i.e., for spindles standard as to diameter and length.
- (a) A steel spring of not less than two complete coils internal diameter $1\frac{1}{8}$ " and external diameter $4\frac{1}{2}$ ", section of metal $1\frac{1}{2}$ " \times $\frac{1}{4}$ ", height of spring when free $1\frac{1}{8}$ "; or
- (b) A rubber spring composed of two washers not less than $3\frac{1}{2}$ " diameter, each of thickness not less than $\frac{3}{8}$ " with a hole not more than $1\frac{1}{8}$ " diameter and a dividing plate not less than $\frac{1}{16}$ " thick of a diameter not less than 4" with a $1\frac{1}{8}$ " hole; or
- II. Non-standard, i.e., for spindles non-standard as to diameter or length.
- (c) Steel or rubber springs as provided in clauses (a) and (b) above except that the diameter of the hole in washer, spring or dividing plate shall be not more than $\frac{1}{8}$ " larger than the diameter of the spindle, with a corresponding increase in the external diameter.
- III. With buffer spindles which are too short for the standard recoil spring, one rubber washer may be used with a $\frac{1}{2}$ " cotter in place of the standard 1" cotter if necessary. Where spindles are too long, additional rubber or steel washers of the correct size must be used to make up the extra length.
- IV. In every case a mild steel washer not less than 4" diameter \times $\frac{1}{2}$ " thick with a hole of a diameter not more than $\frac{1}{8}$ " larger than the diameter of the spindle must be used between the spring and the buffer nut. A similar washer may be used between the spring and headstock.
- Note*.—Charges will not be raised on wagons where it is obvious that the design of the headstock or the buffer was not originally intended to allow for an external recoil spring to be fitted.
- Resolution No. 8 .. The following corrections to be made in the Draft Rules :—
- (1) Rule 13—Underframe Repairs—to be revised as under :—
13. The following repairs shall be undertaken only in Mechanical Workshops or in properly equipped Transportation Depots :—
- (i) *Headstocks and middle bars*.—A patch plate must be of the same depth as the headstock or middle bar and not less than $\frac{3}{8}$ " thick and, where possible, 1'—6" long. The patch plate must cover the damage entirely and must be secured by at least 4 service rivets of a diameter not less than $\frac{5}{16}$ ", use also being made of any existing bolt or rivet holes.
- (ii) *Sole bars*.—Wherever possible patches shall conform to plate XXVI, page 58, but must in all cases conform to the following :—
- (a) No plate shall be less than $\frac{3}{8}$ " thick.
- (b) The outer plate shall cover the full width of the bottom flange and the full depth of the web.
- (c) The inner plate shall cover the full depth of the channel and shall be, as nearly as possible, of the same length as the outer plate.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

(xxx)—(contd.)

*Res. O/363.—(contd.)**Reference to Sub-Committee's recommendations—(contd.)**Operating Committee's recommendations—(contd.)*

Resolution No. 8—(concl'd.)

(d) Any existing rivet or bolt holes shall be utilised for patch rivets.

(e) The additional rivets shall be of a diameter not less than $\frac{5}{8}$ " and a pitch not more than $3\frac{1}{2}$ ".*Note.*—Rule 46 should appear between rules 49 and 50.

(ii) Item No. 1 of Appendix D should be altered to read as follows :—

Axle Guard and Bridle.—Any bolt loose or prescribed fastening deficient.

(iii) *Draft Rule 5.*—Clause (e) should be revised as follows :—(5) *Staples, eyes and eye-bolts.*—Staples and eyes must be secured by riveting or by bolts rivoted flush over the nuts which must be outside if possible. Eye-bolts must be secured by riveting or by the end of the bolt being rivoted flush over the nut.

(iv) Rule 53 (11) to be re-worded as follows :—

53(11). Oiling or repacking marks not legibly stencilled (See rules 32 to 35, pages 17 and 18).

(v) Rule 8 (b), note and clause (c) last paragraph—Rule 11, page 10, *Note*—

The dates 30th June 1933, 30th June 1932 and 30th September 1933 to be corrected to read 31st March 1934.

Appendix A to Sub-Committee's 3rd Report.

Item 1 Revise 53 (1) as under :—

53 (1). Axle box visibly worn in such a way as to interfere with the lubrication of the bearing.

Item 3 Revise rule 53 (7) (b) as under :—

53 (7) (b). Not seam welded over its full length on each vertical edge ; and add the following as note to this clause :—

Note.—This rule is applicable to wagons bearing a periodical overhaul date later than 31st March 1934.

Delete clause 7 (c).

Item 4 Add the following note after rule 53 (5) :—

Note.—This rule is applicable to wagons bearing a periodical overhaul date later than 31st March 1934.

Item 7 Revise rule 53 (15) as under :—

53 (15). Worn or expanded sufficiently to permit either leg to work clear of its groove in the axle box.

Item 9 Revise rule 53 (17) as under :—

53 (17). Any crack through the section extending more than half of the width of the section from which the axle guard is made, whether supported by a patch or not, or any crack extending through the section more than 1" unless supported by a patch plate of a width not less than the width of the section, $\frac{3}{8}$ " thick or over and secured with not less than four $\frac{5}{8}$ " rivets. A patch need not be flush with the inner edge of an axle guard provided it is extended to include two rivets in the sloping arm.*Note.*—This rule will apply only on wagons with a periodical overhaul date later than 31st March 1934. For other wagons the existing rule 11 (14) will apply, viz.—Cracked at any place through the section and extending more than 1" if not supported by a patch plate not less than $\frac{3}{8}$ " thick correctly secured with not less than four $\frac{5}{8}$ " rivets.

Item 17 Revise Rule 53 (38) as under :—

53 (38). Buffer plunger, socket, guide or case with a crack Japing more than $\frac{1}{8}$ " over a length more than 4".

APPENDIX A.]

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

(xxx)—(conold.)

Res. O/363—(conold.)

Reference to Sub-Committee's recommendations—(conold.)

Appendix A to Sub-Committee's 3rd Report—(conold.)

Operating Committee's recommendations—(conold.)

Item 20 Rule 53 (44) to be revised as under :—

53 (44). (a) Any spring or part of a spring not originally designed as a draw bar spring.

(b) Steel draw bar springs of more than two pieces either of which is less than two complete coils without both ends being properly tapered off to give parallel faces.

(c) Rubber springs on wagons with non-continuous draw bars containing less than $5\frac{1}{2}$ " of rubber including dividing plates but excluding any washers and not conforming to assembly plates Nos. XXX, XXXI and XXXII with end washers as shown. For continuous draw bars the rubber spring and dividing plates may be reduced to $4\frac{1}{2}$ " if the design of cradle does not permit of the spring being $5\frac{1}{2}$ ".

(d) On draw bars with twin springs either spindle may be fitted with any recognised steel or rubber draw bar spring.

Item 38 Rule 53 (76) to be deleted.

Reference.—4th Report of Sub-Committee appointed under Resolution No. O/287 of the 18th Meeting of the Operating Committee.

Reference to Sub-Committee's recommendations.

.. .. Operating Committee's recommendations.

Resolution No. 1 Add the following note to rule 53 (4).

Note.—On wagons bearing an overhaul date not later than 30th June 1933 axle boxes with grooves repaired by lugs rivoted through the box and not welded may be accepted.

Resolution No. 2 (i) Revise the first three lines of Rule 9 (a) as under :—

	B. G.	M. G.
9 (a). Rigid wheel base :—	Ft. In.	Ft. In.
Coaching vehicle	.. 20 0	16 0
Goods vehicle	.. 20 0	16 0

Resolution No. 2 (ii) Add the following at end of Appendix N :—

Working instructions relating to the interchange of metre gauge wagons.

1. Assam Bengal Railway.—Only vehicles fitted with the automatic vacuum brake in working order and with buffers with pivoted heads and screw couplings will be accepted for transit over the hill section.

Resolution No. 3 Revise rule 33 as under :—

33. Stencilling of P. R. O. particulars.—These particulars must be stencilled legibly either on a plate secured to the left hand end of each sole bar or on the wagon panel immediately above the standard position for the plate on the sole bar. For standard plate, see plate XXVIII, page 60. Where a double plate cannot be used two single plates must be provided as near as possible to the standard position.

Hire charges on Coaching and Goods Stock (Metre Gauge).

(Fundamental Rule 1).

(xxxv)

Resolution O/365.—The Operating Committee consider that the lengths between Wadiwan and Viramgam and between Mehsana and Abu Road should be treated as two separate railways.

Code letters for I.R.S., I.R.C.A. and Non-standard Coaching and Goods Stock.

(Fundamental Rule 1).

(xxxvi)

Resolution O/367.—The Operating Committee consider that it is unnecessary to provide a code for vehicles of which only a few units exist.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Substitution of rivets for bolts and nuts.

(Fundamental Rule 1).

Reference:—Conference letter No. C. 79/33, dated the 21st December 1933.

*Resolution S.34/33.—That Resolution O/340/II(6), as amended by Resolution O/363-4, reproduced below, be accepted and that the General Secretary be directed to forward a copy thereof to the Chief Controller of Standardization in reply to his reference:—

(xxvii)

Resolution O/340/II (6) (as amended by Resolution O/363-4):—

(i) The Operating Committee recommend that rivets be substituted for bolts for securing:—

(a) Vacuum train pipe clips securing the pipe to the underframe.

(b) The inner trunnion bracket of the vacuum cylinder.

and recommend that all standard wagons should be altered accordingly as they pass through shops. The Committee are opposed to the use of rivets to secure door check springs as experience has shown that it is impossible to prevent them working loose.

(ii) As regards non-standard wagons the Operating Committee do not recommend making obligatory the use of rivets for securing specified fittings on account of the diversity of design. They consider that action in this respect must be left to individual railways.

(iii) That the following security fastenings for bolts be adopted and charges for these be levied on wagons bearing periodical overhaul date later than 31st December 1936:—

Security fastenings for bolts.—

Each bolt must be secured by one or other of the following methods:—

(a) "Grover" spring washers.

(b) "Vibro" lock nuts.

(c) "Superlock" washers.

(d) "Griplock" washers.

(e) Bolts riveted over nuts, only when used for securing wooden fixtures, the nut being outside if possible.

(f) Welding.

(g) Such other security devices as may be notified from time to time.

Report No. 13 of the Audit and Accounts Committee.

Resolution S.1/34.—That the recommendations made in the following resolutions of the 13th Meeting of the Audit and Accounts Committee held at Simla in October 1933 be approved:—

Invoices and way bills not accounted for—copies to be obtained. Rule 84 of Conference Regulations, Part II, 1933-34 edition.

(Fundamental Rule 1).

Resolution A/107.—The Audit and Accounts Committee do not consider that any change in the existing rule is necessary as no case has been made out for it.

(xxviii)

Submission of monthly returns of passes and privilege ticket orders—Proposed amendment of rules 92 (29) and 93 (25) of Conference Regulations, Part II, 1933-34 edition.

(Fundamental Rule 3).

*Resolution A/109.—The Audit and Accounts Committee recommend the addition of the following at the end of the Rule 92 (29), Chapter VIII, and Rule 93 (25), Chapter IX, of Conference Regulations, Part II:—

(xxix)

"not later than the last day of the month following that to which they relate."

ANNEXURE A.]

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Refunds on tickets not utilised to the full extent.

(Fundamental Rule 1).

(xxvi)

*Resolution A/110.—The Audit and Accounts Committee recommend the addition of the following as a separate clause between clauses (f) and (g) of rule 71 of Conference Regulations, Part II, 1933-34 edition:—

“When the share of any railway in a refund amounts to Re. 1 or less, no debit should lie against the railway.”

Proportionate cost on account of railway warrants to be debited to the Jail and Police Departments when combined accommodation is reserved for the prisoners and their police escort.

(Fundamental Rule 1).

(xxvii)

Resolution A/111.—The Audit and Accounts Committee are of opinion that so far as the interest of the Railways are concerned the simplest course is that suggested by the Inspector General of Police, Central Provinces, viz., that the Police Department should issue one warrant for both escort and prisoners when the size of the party of escort and prisoners exceeds five and a reserved compartment has to be taken, the distribution of the charge between the Police and Jail Departments being a domestic affair with which the Railways are not concerned.

Revision of the method of payment for all manœuvre movements carried out by rail.

(Fundamental Rule 3).

(xxviii)

*Resolution A/112.—The Audit and Accounts Committee agree with the recommendations of the Commercial Committee but they consider that the words “Bank Cheques” in their resolution be replaced by “cheques drawn on the Imperial Bank of India or any of its branches.”

Proposal to add a new rule to Conference Regulations, Part II, 1933-34 edition.

(Fundamental Rule 1).

(xxix)

Reference:—Conference letter No. C. 3/34, dated the 13th January 1934.

*Resolution S.2/34.—That the following be inserted as a new rule after rule 44 in Conference Regulations, Part II (1933-34 edition):—

(a) An alphabetical list of station names should be printed at the beginning of each Railway's Junction fare tables and Goods Junction rate lists if the total number of pages in the fare tables or rate lists exceeds two.

(b) In the event of revision of fares for one class or more, necessitating the issue of revised fare lists for the class or classes concerned only, the fare lists should be completely reprinted for all classes as far as possible.

Davis wheels—Condemning sizes (Broad Gauge).

(Fundamental Rule 1).

Reference:—Conference letter No. C. 7/34, dated 31st January 1934.

(xl)

*Resolution S.3/34.—That the condemning diameter for Broad Gauge “Davis” wheels shown in Plate VI of Rules for Train Examiners, 1932 edition, be altered from 3' 4" to 3' 4 ⁹/₁₆" in accordance with paragraph 26 of the 14th Report of the Carriage and Wagon Standards Committee.

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ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Conveyance of horses in excess of the authorised number on Warrant Form B.—I. A. F. T. 1707.

(Fundamental Rule 3).

Reference :—Conference letter No. C. 8/34, dated 5th February 1934.

* Resolution S.4/34.—That the recommendations made in Resolution C/298 of the Commercial Committee, reproduced below, be approved :—

(xli)

Resolution C/298.—The Commercial Committee recommend the insertion of the following as Rule 31A in Military Traffic Rules, 1932 edition :—

31A. Conveyance of horses in excess of the authorised number on Warrant Form B.—I. A. F. T. 1707.—An Officer who has a warrant for authorised horses may despatch additional private horses on cash payment at the rate of 1 anna per mile per horse, when they are the property of the same owner and form part of the same consignment.

Column 3 of Warrant Form B should show the actual number of the horses to be conveyed and any excess over those shown in column 2 should be paid for in cash, a Horse, Carriage and Dog Ticket being issued and its particulars being entered in the Warrant.

Report No. 23 of the Commercial Committee.

Resolution S.5/34.—That the recommendations made in the following resolutions of Meeting No. 23 of the Commercial Committee held at Simla in October 1933 be approved :—

Serial No. 5 of Appendix B to Military Traffic Rules (1932 edition)—Concessions to Veterinary Assistant Surgeons of the India Army Veterinary Corps.

(Fundamental Rule 3).

* Resolution C/286.—The Commercial Committee recommend that the amendment proposed by the Army Department be accepted.

(xlii)

Amendment to Military Certificate Form 6 of Appendix D to Military Traffic Rules, 1932 edition—Provision of accommodation in Express or Mail train services for Military Personnel on emergent recall to duty.

(Fundamental Rule 3).

* Resolution C/287.—The Commercial Committee recommend the insertion of the 'Note' in the Railway Return Journey Voucher issued in exchange for I. A. F. T. 1720 or I. A. F. T. 1720A, provided provision for realising the difference in fares between Passenger and Mail or Express train is made. The Booking Clerk issuing tickets in exchange for the Return Journey Voucher shall submit the "Emergent Recall" post card or letter to the Accounts Department to enable the difference in fares to be realised from the Army Department.

(xliii)

Amendment to Rule 94 of Conference Regulations, Part I.—Alteration to the General Classification (Proposal that recommendations of the Commercial Committee relating to Military Traffic Rules be referred to Traffic Heads of Railways for disposal).

(Fundamental Rule 1).

* Resolution C/291.—The Commercial Committee recommend that the proposals of the General Secretary be accepted and that the following clause be added to rule 94 of Conference Regulations, Part I :—

(xliv)

(c) for changes in the Military Traffic Rules.

APPENDIX A.]

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Proposal to levy a surcharge on tickets for dogs unaccompanied by owners on long journeys.

(Fundamental Rule 1).

(xlv)

Resolution C/292.—The Commercial Committee are unable to endorse the proposals of the Operating Committee. They consider that from a humanitarian point of view it is the business of the owner to make his own arrangements for providing food on the journey when this is necessary. Dogs have been carried for many years under existing conditions without complaint and the Committee do not consider there is sufficient justification for the proposals made. Further they consider that if any surcharge were levied on dog tickets for the supply of food, railways would incur a legal liability for providing proper food and for any consequences should they fail to do so and this liability it is not considered advisable to incur.

Powers of Railway Administrations in certain matters relating to rates and fares.

(Fundamental Rule 2).

(xlv)

Resolution C/295.—The Commercial Committee consider that conditions have changed materially since the issue of the Government of India Resolution No. 1446 R. T., dated the 12th December 1887, which appears to impose an obligation upon railways to notify maximum and minimum rates for all descriptions of traffic. Whilst on the one hand the fixation of maximum rates for all descriptions of traffic continues to appear desirable in the interests of the public, on the other hand the fixation of minimum rates, in the opinion of the Commercial Committee for Interchange, is undesirable in the interest of railways. The fixation of a minimum which necessitates the prior sanction of the Controlling Authority for its infringement, involves delay that prevents the prompt quotation of rates that modern conditions require.

2. The Commercial Committee for Interchange consider, however, that it is both necessary and desirable that there should be authority for the quotation of all rates and fares that may be in force from time to time on railways throughout India. They are, therefore, of the opinion that the rates and fares prescribed in the I. R. C. A. Coaching and Goods Tariffs, other than those for which maxima and minima are already fixed, should be notified as maximum rates and that railways should be authorised to quote rates below those maxima as justified by individual circumstances.

3. The Commercial Committee for Interchange consider that season tickets are a concession for which no special provision need be made particularly in view of the varying conditions and bases of charges throughout India. The charges must manifestly be lower than ordinary fares and no maximum is therefore necessary other than that provided for in the schedule of passenger fares.

Subjects disposed of by the Commercial Committee by correspondence.

Reference:—Conference letter No. C.16/34, dated 16th March 1934.

Resolution S.6/34.—That the recommendations made in the following resolutions of the Commercial Committee be approved:—

Rule 105 of Coaching Tariff No. 9—Concessions (Concession for Overseas Tourists).

(Fundamental Rule 3).

(xlvii)

Resolution C/299.—The Commercial Committee recommend the acceptance of the Sub-Committee's report reproduced below:—

The Sub-Committee have examined the proposal submitted to the I. R. C. A. by the Railway Board in the Board's letter No. 4738-T., dated 20th September 1933, and have had the advantage of consulting Messrs. Thos. Cook & Son, Bombay, on the possibility of stimulating overseas tourist traffic by reduction in fares.

Messrs. Thos. Cook & Son gave it as their opinion that such traffic was not influenced by the level of fares prevailing in this country, but that fluctuations were due to extraneous causes, and this confirms the opinion held by the Sub-Committee. There appears, therefore, no justification for differentiating between overseas tourist and indigenous traffic.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Rule 105 of Coaching Tariff No. 9—Concessions (Concession for Overseas Tourists)—
(concl'd.)

Res. C/293—(concl'd.)

(xlvii)—(concl'd.)

In regard to traffic that might originate in this country as contemplated in para. 14 of the suggested conditions for the issue of concession tickets for overseas tourists, the Sub-Committee consider that a reduction in fares would not secure additional traffic sufficient to effect the loss in revenue on existing traffic; moreover, any reduction in fares for individuals or small parties must also affect earnings of parties by special trains, and the potential loss of revenue by a reduction in fares is considerable. It may be mentioned for example that on the G. I. P. Railway the earnings last year on overseas tourist specials would have been reduced by Rs. 30,000 had the suggested reduction been made and no additional traffic secured.

In regard to the proposed reduction for Tourist Cars, the Sub-Committee invite attention to Minute 527 which contains the report of a Sub-Committee on charges for Tourist Cars and Saloons.

The Sub-Committee are, therefore, unable to recommend acceptance of the proposals contained in the Railway Board's letter No. 4738-T of 20th September 1933.

Minimum charges for Special trains for Overseas Tourists.

(Fundamental Rule 3).

Resolution C/300.—The Commercial Committee recommend the acceptance of the Sub-Committee's report reproduced below :—

(xlviii)

The Sub-Committee agree that the minimum of 48 fares for each special train is liable to restrict the running of such special trains during the present period of trade depression and recommend that the minimum should be temporarily reduced to 40 fares. The position will require to be reviewed at some suitable time before the beginning of the tourist season each year by railways chiefly interested in such traffic.

The Sub-Committee consider that the provision already made in rule 86 (c) of the I. R. C. A. Coaching Tariff No. 9 for Conductors is sufficiently liberal to meet general conditions, and consider that an exceptional case such as that referred to by the E. I. Railway should be treated on its merits.

Report No. 22 of the Operating Committee.

Resolution S.7/34.—That the recommendations made in the following resolutions of the 22nd Meeting of the Operating Committee held at Simla in October 1933 be approved :—

Oil carrying capacities of tank wagons (Broad and Metre Gauges).

(Fundamental Rule 2).

Resolution O/370.—The Commercial and Operating Committees consider that each railway should determine an average specific gravity of each of the various types of oil at despatching stations for purposes of charge. They do not consider it possible to fix universal specific gravities applicable to all railways.

(xlix)

Allocation of expenditure in connection with medical treatment, maintenance and interest charges on quarters, stores, stationery, uniforms, etc., for Neutral Staff at Junctions under Neutral Control (Broad Gauge).

(Fundamental Rule 1).

*Resolution O/371.—The Operating Committee recommend that all expenditure in connection with Neutral Control at Junctions be divided as laid down in their Resolution O/346, viz.,—

(l)

- (1) at junctions of two railways—equally between the two railways ;
- (2) at junctions of more than two railways—in proportion to the number of wagons interchanged to and from each railway ;

except that the cost of any work performed solely for the working railway, shall be borne wholly by the working railway. It shall be optional for the working railway to decide whether such work shall be performed by Neutral or by its own staff.

APPENDIX A.]

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Inspection of wagons after periodical overhaul (Broad Gauge).

(Fundamental Rule 1).

- (ii) *Resolution O/375.*—The Operating Committee are not in favour of inspection by an independent authority for wagons turned out of shops. The Committee consider that if inspection is necessary an inspector should be provided by the Transportation Department of the Railway concerned.

Proposed revision of General Classification of Goods—Resolution No. 29 of the 1933 Conference.

(Fundamental Rule 2).

Reference :—Conference letter No. C. 31/34, dated 26th April 1934.

- (iii) *Resolution S.8/34.*—That a Committee of the following members be appointed to report on the statistics which should be prepared for the revision of the General Classification of Goods :—

- | | |
|------------------------------|---|
| 1. Mr. E. A. Sims .. | .. Member and Secretary, Railway Rates Advisory Committee (Chairman). |
| 2. Mr. F. D'Souza .. | .. Dy. Director, Traffic, Railway Board. |
| 3. Mr. J. P. Sinha .. | .. District Traffic Superintendent, Rates, B. & N. W. Railway. |
| 4. Rai Bahadur P. C. Bose .. | .. Superintendent, Rates and Development, E. B. Railway. |

Oil for use in signal lamps.

(Fundamental Rule 1).

Reference :—Conference letter No. C. 38/34, dated 15th May 1934.

- (liii) *Resolution S.9/34.*—That the recommendations made in the following resolution of the Engineering Section, passed by correspondence, be approved :—

Resolution N/102.—The Engineering Section recommend the acceptance of the following resolution of the Signal Engineers' Committee and that the General Secretary be directed to forward a copy of the Sub-Committee's report, referred to therein, to the Chief Controller of Standardisation for issue, if approved, of the specification printed as Appendix I thereof and for such action as he may consider necessary with regard to clause (ii) of the resolution :—

Resolution NS/48.—The Signal Engineers' Committee recommend the acceptance of the recommendations of the Sub-Committee, viz. :—

- (i) That two grades of oil be standardised for signal lamps and that the specification drawn up by the Sub-Committee (Appendix I†) be accepted.
- (ii) That the question of signal lamp details, viz., design of lamp, lamp bracket, burners and lenses, as dealt with in the reports of Messrs. Cox and Baker be brought to the notice of the Chief Controller of Standardisation for consideration.

†Not printed.

Soldiers of the Indian Army proceeding on leave or furlough at Government expense.

(Fundamental Rule 3).

Reference :—Conference letter No. C. 40/34, dated 16th May 1934.

- (liv) **Resolution S.10/34.*—That the recommendation made in the following resolution of the Commercial Committee be approved :—

Resolution C/301.—The Commercial Committee recommend the acceptance of the proposal of the N. W. Railway that the words "by ^{Mail} Express train" be added after the word "via....." in the return journey voucher appearing at pages 102 and 103 of the Military Traffic Rules (1932 edition).

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd).

Report No. 24 of the Commercial Committee.

Resolution S.11/34.—That the recommendations made in the following resolutions of Meeting No. 24 of the Commercial Committee held at Lucknow in February 1934 be approved :—

Introduction of a concession form for Military and Mercantile Marine Cadets—
Appendix D to Military Traffic Rules (1932 edition).

(Fundamental Rule 3).

*Resolution C/302.—I. The Commercial Committee recommend that the Quartermaster General be informed that they are unable to accept his proposal that the words "Dehra Dun" "Bombay" appearing in form No. I. A. F. T. 1719, be altered to read "Dehra Dun/Saharanpur" "Bombay" as it is considered that the proposal would mean diversion of traffic from rail to road. (lv)

II. The Commercial Committee recommend that the word "Audit" appearing in the note printed at the bottom of the foils to be exchanged for tickets (*vide* form No. I. A. F. T. 1719 at page 21 of Report No. 22), be altered to read "Audit" Accounts office".

Question of eligibility of Duty Voucher Form E to Military Officers in Civil employ.

(Fundamental Rule 3).

*Resolution C/303.—The Commercial Committee recommend that the following instruction be entered on the reverse of Leave Concession Voucher Form D (I. A. F. T. 1709A) and Duty Voucher Form E (I. A. F. T. 1709) :— (lvi)

This Voucher is not applicable to Military Officers in Civil employ or to persons ineligible to travel at the contract rates laid down in Military Traffic Rules.

Conveyance on warrant of prospective recruits for enrolment as "enlisted tradesmen" in Sapper and Miner Units.

(Fundamental Rule 3).

*Resolution C/304.—The Commercial Committee recommend that the following be added as Serial No. 5-A to the Schedule of Rates in Military Traffic Rules (1932 edition) :— (lvii)

1	2	3	4	5	6	7
5-A	Prospective recruits despatched to unit headquarters by Recruiting Officers for enrolment as "enlisted tradesmen" in Sapper and Miner Units; also such rejected recruits despatched to the place at which the forward journey was commenced.	Ordinary third class fares (a).	..	Ordinary third class fares (a).	..	(a) When despatched by mail or express trains, the fare to be paid will be the lowest rate at which the public are booked by such trains.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Rule 19 (ii) of Military Traffic Rules, 1932 edition—Booking of Military Passengers.

(Fundamental Rule 3).

(loiii)

Resolution C/306.—The Commercial Committee are of opinion that a soldier holding a soldier ticket available by ordinary trains may be allowed to travel by Mail and Express trains by paying the difference between the fare of the class paid at contract rate and the ordinary public fare for the class in which he travels.

Rule 44 of Military Traffic Rules, 1932 edition—Platform tickets.

(Fundamental Rule 3).

(lix)

* *Resolution C/307.*—The Commercial Committee recommend that Rule 44 of Military Traffic Rules (1932 edition) and the note appearing below Rule 26 of Coaching Tariff No. 9 be revised as follows:—

Officers or N. C. Os. (including a Medical Officer and/or Station Staff Officer and his clerk) provided with instructions for the reception or despatch of a party of military personnel by rail may be allowed on the station platform without purchasing platform tickets.

Such Officers or N. C. Os. will be in uniform and on demand by railway staffs produce instructions as their authority for the non-purchase of a platform ticket.

Charge for boiling water supplied to troops at Railway Refreshment Rooms.

(Fundamental Rule 1).

(lx)

Resolution C/308.—The Commercial Committee recommend that a uniform rate of 2 annas per gallon be charged for boiling water supplied to British Troops.

Interpretation of Rule 26 (b) of Conference Regulations, Part II (1933-34 edition)—Freight on unclaimed traffic.

(Fundamental Rule 1).

(lxi)

Resolution C/310.—The Commercial Committee agree with the views of the N. W. Railway, i.e., that when the sale proceeds fall short of the freight due, the sale proceeds should be credited towards freight charges and incidental charges including advertisement and wharfage, and demurrage should be written off.

Amendment to Rule 38 (a) of Conference Regulations, Part II (1933-34 edition)—Rate and fare lists.

(Fundamental Rule 1).

(lxii)

* *Resolution C/311.*—The Commercial Committee recommend that the last sentence of Rule 38 (a) in Chapter IV of Conference Regulations, Part II (1933-34 edition) be revised as under:—

It is incumbent on a railway under this rule to quote rates from each of its Junctions to every station and *via* on the Main line and *vice versa*. In the case of Branch and Subsidiary lines over which rates are quoted on different basis from that in force over the Main line, rates may be separately quoted from *via* the Junction with the Main line to every station on the Branch or Subsidiary line and *vice versa* and the through rates will be arrived at by adding the rates over the Main line to the rates over the Branch or Subsidiary line.

Rates of commission to Tourist Agents and Steamship Companies.

(Fundamental Rule 1).

(lxiii)

* *Resolution C/314. A.*—The Commercial Committee recommend that Messrs. Mackinnon Mackenzie & Co. be informed that, in the opinion of railways, Tourist Agencies made efforts to create new rail traffic which is their main line of business whereas Steamship Companies issue as a matter of convenience rail tickets to passengers they have carried by ship. The Commercial Committee therefore regret they are unable to recommend any alteration in the rates of commission.

ANNEXURE RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Rates of Commission to Tourist Agents and Steamship Companies—(concl'd.)

Res. C/314.—(concl'd.)

(lxiii)—(concl'd.)

B.—The Commercial Committee submit the following remarks on Railway Board's letter No. 600-T of the 30th January 1934 and its enclosure, letter No. C. P. O. 23/G/10 of the 21st January 1933, from the Central Publicity Officer, Indian State Railways, to the Secretary, Railway Board.

2. The Central Publicity Officer suggests the desirability of co-operation by Indian Railways with Travel Agencies in foreign countries and explains that many Travel Agencies have no particular bias towards any one country and that for this reason the tendency is for such Agencies to divert Tourists towards those countries offering the highest commission on the value of the tickets sold. The Central Publicity Officer further suggests that in addition to Agencies having offices in India to which, at present, for financial reasons, railways prefer to confine their business, Travel Agencies, particularly in America, should be encouraged to send tourists to India by payment of commission on any railway tickets those tourists might purchase. While fully recognising the advantages of encouraging Tourist traffic, the Commercial Committee desire to emphasize the necessity for distinguishing between Tourist traffic and the issue of railway tickets by Tourist Agencies to residents in India. So long as the interests of railways in this respect are safeguarded, the Commercial Committee see no objection to the payment of commission to Travel Agencies outside India, and accordingly make the following recommendation :—

The Commercial Committee recommend that such established Travel Agencies outside India not having offices in India as may be recommended by the Central Publicity Officer should be paid commission at the rate of 5% on tickets purchased in India direct from railways.

Fraudulent use of return halves of return journey tickets.

(Fundamental Rule 3).

Resolution C/315.—The Commercial Committee do not recommend that the return half of a ticket should be presented at the booking office for the date to be stamped before commencement of the return journey or that the return half should be considered as equivalent to a voucher entitling the holder to receive in lieu thereof an ordinary ticket. It is considered that it is the duty of the railway to guard against this kind of fraud without introducing harassing conditions for the travelling public. If any stamping of tickets is to be done it should be done by the ticket checking staff at the entrance to the platform.

(lxiv)

It is admitted that return tickets are mis-used but it is thought that the fraud is not extensive and does not justify the proposed measures to prevent it. The Commercial Committee invite attention to Standing Resolution 105 of Conference Regulations, Part II, 1933-34 edition.

Railway Passengers and Employees Insurance.

(Fundamental Rule 2).

Resolution C/316.—The Commercial Committee consider that the scheme offers no advantage to railways and would mean additional work for them besides providing an opening for possible harassment of passengers.

(lxv)

Providing medical facilities on excursion and pilgrim special trains.

(Fundamental Rule 2).

*Resolution C/317.—The Commercial Committee are of opinion that, if in any case the Medical Authorities of a railway consider it is necessary that a railway should provide the arrangements contemplated, the cost should be a charge against the Medical Department just as each of the other departments of a railway bears the costs of the services rendered and facilities provided by it in catering for passenger traffic. On the same principle each railway should make its own arrangements.

(lxvi)

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Sleeping accommodation in standard 3rd class coaches.

(Fundamental Rule 2).

(lvii)

Resolution C/318.—The Commercial Committee note that the Railway Board have approved of the arrangements shown on Skotch No. 3311 as a permissible alternative. The Committee see no objection to the provision of extra luggage racks but it is not agreed that luggage racks be described as sleeping berths because railways cannot provide sleeping accommodation for third class passengers at existing fares. Further if the luggage racks were used for sleeping there would be insufficient accommodation for luggage.

The Committee are of opinion that the alterations to the coach do not offer sufficient advantage to make up for the loss of about 12% of the seating accommodation.

Railway Receipts as "Instruments of Title".

(Fundamental Rule 2).

(lviii)

Resolution C/320.—I. The Commercial Committee have considered the recommendation contained in the Report of the Indian Banking Enquiry Committee, 1931, that a Railway Receipt should be placed by the Legislature on the same footing as a Bill of Lading as well as the suggestions of the Madras and Punjab Governments and would observe as follows :—

(i) A suggestion similar to that now made by the Indian Banking Enquiry Committee was considered by the Select Committee entrusted with the drafting of the present Indian Railway Act (1890) but was rejected and, as at that time the suggestion was sponsored by a section of the mercantile community, it is worthwhile to examine the reasons which led to the rejection of the proposal.

(ii) In 1886 the Bombay Chamber of Commerce supported by the Chambers of Madras and Bengal approached Government advocating legislation for the purpose of rendering Railway Receipts negotiable instruments carrying a title to property similar to Bills of Lading. On the representations made, the Government of India took steps to obtain opinion from various sources and the results, which include the opinions of lawyers, the mercantile community and railways, are published in the Gazette of India, dated Simla, 12th May 1890. There was no general consensus of opinion even among export merchants. While the provisions of the Indian Railway Act (1890) were under consideration the Bengal Chamber consulted their legal advisers, Messrs. Morgan & Co., and in the course of their reply, Messrs. Morgan & Co. stated :—

There can be no doubt, we think, that legislation such as that proposed would oblige Railway carriers to introduce considerable alterations in their mode of conducting business. Among other things, provision would have to be made for submitting all endorsements (especially vernacular endorsements) on Bills of Lading to a similar check to that to which endorsements on Government Securities are now subjected in the Public Department Office. It appears to us that what the Chamber has to consider is whether the new system will not be likely to create such delays in the delivery of goods and such annoyances in the procedure necessary for procuring delivery as will more than counterbalance the advantages which are sought by the proposed change of the law.

The Bengal Chamber of Commerce, which body of opinion originally supported the proposal, considered that the question is surrounded with serious practical difficulties, the consideration of which induces the Committee to adopt the conclusion that it will be better to leave things as they are at present.

The Hon'ble Mr. Seoble, the Law Member of the Viceroy's Council, when moving on the 25th October 1888 for leave to introduce the Railway Bill stated :—

It may be convenient in connection with this question of responsibility to refer to a proposal to give Railway Receipts the same effect as Bills of Lading. This proposal has not been adopted. The two classes of documents stand upon an entirely different footing. The principle upon which the negotiability of Bills of Lading is based, namely, that for a long period, the goods and the captain in charge of them, cannot be communicated with, does not apply to railway carriage with telegraphic communication. Indeed it may be doubted whether in these days of quick voyages, the Law as to Bills of Lading would ever have come into force. If the Law were altered so as to place Railway Receipts on the same footing as Bills of Lading, and a statutory form of delivery order were prescribed, under which Railway administrations were subjected to the same responsibilities as shipowners, they would become liable for the proper delivery of the goods to the

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Railway Receipts as "Instruments of Title"—(contd.)

Res. C/320—(contd.)

party entitled under the order, whether as endorsee or otherwise. As a consequence of this, the Railway Company would have to take into consideration questions as to irregular and forged endorsements, and in the event of goods being delivered even to an innocent holder for value, when a previous endorsee's signature had been forged, the Company would be liable to the right holder whose signature was forged for the goods so delivered. In addition to this, further inconvenience would arise in connection with the exercise by an unpaid consignor of his right of stoppage *in transitu*. At present when a consignor and consignee stand in the relation of unpaid seller and buyer and, before the delivery of the goods, the consignor finds out that the consignee is insolvent, the former has a right to stop the delivery of the goods to the consignee but, in the case of a Bill of Lading, the consignor cannot stop the goods *in transitu*, if the consignee has parted with the Bill of Lading and it has passed into the hands of a *bona-fide* holder for valuable consideration. It follows that, if Railway Receipts were turned into Bills of Lading, questions of good faith and so forth of the holder would have to be considered when an unpaid consignor attempted to stop the goods *in transitu*.

These are among the inconveniences which would result from the adoption of the proposal and the Government of India has not deemed it advisable to impose this additional risk and responsibility on the Railways in the absence of similar legislation on the subject in England.

When moving in Council on the 21st March 1890, that the report of the Select Committee on the Bill be taken into consideration, the Hon'ble Mr. Seoble again stated his opinion supported on this occasion by Sir Alexander Wilson, the representative of the Calcutta Mercantile Community. Sir Alexander Wilson remarked:—

A proposal has been brought forward that the Bill should incorporate a provision to give Railway Receipts the same effect as Bills of Lading. This proposition has not been adopted, and wisely so, I think, looking to the wide difference between a consignment of goods in wagons passing over, it may be, various lines of railway under different Administrations, and a shipment of goods on board a vessel in one Port bound to another.

I cannot see that any provision of the kind would have materially benefited the export trade, and certainly not on this side of India, and it would have been a departure which did not commend itself to the Railway Administrations, and which does not seem justified by existing legislation elsewhere.

(iii) As the same proposal is again under consideration, it appears desirable to refer briefly to the document which it is now suggested by the Indian Banking Enquiry Committee, shall be placed on the same footing as a Bill of Lading. A Railway Receipt is a copy of the Railway Invoice, a document used by Railways for account of freight charges. Although no doubt some system of invoicing goods for Railway purposes is almost universal, the Railway Receipt as known in India is practically unknown on Railways outside India and in parenthesis it may be noted that there is no Law in India that compels a Railway Company to give a receipt for goods delivered to it for transport.

(iv) In the ordinary course of railway business in India a vast quantity of goods is tendered to the Railway for transport from one place to another under circumstances which do not require anything other than a Railway Receipt as evidence of a contract to carry goods from one railway station to another and to deliver such goods to a specified person. A Bill of Lading is a document of title under the Indian Contract Act and by endorsement and delivery thereof property in the goods is transferred from hand to hand. The proposal to place the Railway Receipt upon the same footing as a Bill of Lading would entail radical alterations in procedure. Endorsements (especially vernacular endorsements) on Railway Receipts would require to be subjected to verification similar to that of endorsements on Government Securities, or in the alternative Railways would require to be given protection of a similar kind to that which Bankers enjoy in respect of forged endorsements on cheques; the right which an unpaid vendor at present enjoys of estoppel in transit would cease; delivery of consignments on Indemnity Bonds in the absence of Railway Receipts would also cease and delivery of consignments on General Indemnity Bonds at Ports and in Private Sidings would be

APPENDIX A.]

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Railway Receipts as "Instruments of Title"—(contd.)

(lxviii)—(concl'd.)

Res. C/320—(concl'd.)

impracticable. Further, it is very doubtful whether the Railway Receipt in its present form would meet the requirements of the Indian Contract Act. It might well be that the Railway Receipt would only correspond to what is known by Shippers as a "Mate's Certificate" and that the actual document corresponding to the Bill of Lading would require to be issued by some responsible Railway Official after receipt of a Loading Certificate and such proof of value and contents of packages loaded as is now required by shippers. These are among the many disadvantages which might well arise as the result of an acceptance of the proposal now under consideration. It seems very questionable whether it is expedient to urge a change of law which would put the merchant in a less favourable position than he occupies to-day and whether any change would not with its resultant alteration in procedure so hamper both trade and railways as to seriously embarrass both.

II. The Commercial Committee are, therefore, unable to recommend the acceptance of the recommendation of the Indian Central Banking Enquiry Committee that Railway Receipts be made "negotiable" or of the alternative suggestions made by the Madras and Punjab Governments that a consignor should have the option of demanding a "negotiable" receipt or that receipts should be "negotiable" if the value of the goods in respect of which they are issued exceeds a specified figure.

Carriage of chemical defence stores by rail.

(Fundamental Rule 3).

Reference.—Conference letter No. C. 45/24, dated 23rd June 1934.

(lxix)

Resolution S.12/34.—That the amendments (reproduced below) suggested by the Chief Inspector of Explosives in India in his letter No. G.-1(55)-1, dated the 2nd May 1934, to Resolution C/309 of the 24th Meeting of the Commercial Committee be approved:—

Column 6.—The words "carriage conveying the escort and" appearing after the words "separated from the" should be deleted.

Column 7.—The sentence "An escort must accompany the consignment" should be omitted.

Resolution C/309.—The Commercial Committee recommend that the condition for the carriage of Military Chemical Defence Stores included in Schedule II of Red Pamphlet No. 11 as Serial No. 86-B (notified in Corrigendum Slip No. 53 dated 3rd February 1934) should be revised as under with the approval of the Railway Board:—

Serial No.	Description of other dangerous goods.	General Classification.	General packing regulations.	Supplementary packing, transport, loading and unloading regulations.	Conditions under which and amount which may be carried.	
					By goods train.	By mixed or passenger train.
1	2	3	4	5	6	7
86-B	Military Chemical Defence Stores.		Government packing regulations.		Carried for Government only.	
					Should be carried by mixed trains where such trains are running. If carried by goods trains, no restriction as to quantity but must be carried in a separate covered wagon with floor covered with 6" of sand which must be separated from the carriage conveying the escort and guard's van by not less than two freight wagons.	By mixed train, no restriction as to quantity but must be carried in a separate covered wagon with floor covered with 6" of sand which must be separated from the passenger coach and guard's van by not less than two freight wagons. An escort must accompany the consignment. By passenger (not mail) train subject to a maximum of 1½ maunds including packing.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Renewal of Broad Gauge "Uneconomical" General Service Wagons.

(Fundamental Rule 2).

Reference :—Conference letter No. C. 47/34, dated 29th June 1934.

Resolution S. 13/34.—That the Minutes of the Meeting of the Sub-Committee, appointed under Resolution 26 of the 1933 Conference in connection with the subject "Renewal of Broad Gauge Uneconomical General Service Wagons", held in Calcutta on the 5th and 6th March 1934 be approved.

(lxxv)

Issue of passes to officers' servants not accompanied by their masters—Proposed addition to Rule 88 (5) of Conference Regulations, Part II, 1934-35 edition.

(Fundamental Rule 3).

Reference :—Conference letter No. C. 48/34, dated 5th July 1934.

*Resolution S. 14/34.—That the following be added to Rule 88(5) of Conference Regulations, Part II, 1934-35 edition :—

(lxxvi)

Passes to unaccompanied servants of officers are admissible only when they are returning to their homes having accompanied their masters or are going to meet their masters.

Report No. 23 of the Operating Committee.

Resolution S. 15/34.—That the recommendations made in the following resolutions of the 23rd Meeting of the Operating Committee held at Lucknow in February 1934, be approved :—

Conditions for the carriage of Motor Cars by passenger trains.

(Fundamental Rule 1).

*Resolution O/379.—The Operating Committee consider that in the interests of railways who cater for motor car traffic there is no objection to the acceptance of the modification suggested by the Chief Inspector of Explosives, viz., that not more than one gallon of petrol be allowed in the tank of a motor car or motor cycle carried by train.

(lxxvii)

Interpretation of penalty rules in Conference Regulations, Part II, 1933-34 edition.

(Fundamental Rule 1).

Resolution O/380.—The Operating Committee recommend that the General Secretary should place before the next meeting a draft revision of the rules based on the principle that charges and penalties should in every case be shown in the rules as "at the rate of per 4-wheeler."

(lxxviii)

Revision of rules for routing and misuse of rolling stock (Metre Gauge).

(Fundamental Rule 1).

*Resolution O/381.—The Operating Committee consider it unnecessary to retain the existing note to rule 13 (viii) of Conference Regulations, Part II, 1933-34 edition, and recommend its deletion.

(lxxix)

Hot axle-boxes—action to be taken by railways to reduce the number of (Broad Gauge).

(Fundamental Rule 1).

Resolution O/382.—The Operating Committee recommend that the first report of the Standing Committee be recorded.

(lxxx)

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

P. R. O. plate for metre and narrow gauge stock.

(Fundamental Rule 1).

- (lxxvi) *Resolution O/383.—The Operating Committee recommend that where it is impossible to attach the standard P. R. O. plate to the sole-bar of metre or narrow gauge stock stencilling of the information on the sole-bar be a permissible alternative.

Rear side lamps.

(Fundamental Rule 1).

- (lxxvii) Resolution O/384.—The Operating Committee consider that the economies to be effected from the abolition of rear side lamps would not be commensurate with the disadvantages and reduced safety involved in the proposal the adoption of which they are unable to recommend.

Sealing vent plugs of tank wagons—Uniform use of lead seals or padlocks for (Broad and Metre Gauges).

(Fundamental Rule 1).

- (lxxviii) Resolution O/386.—The Operating Committee recommend the acceptance of the recommendations of the Carriage and Wagon Standards Committee for the uniform use of lead seals, the Oil Companies to provide the lead seals and wire.

Removal of pumps from oil and petrol tank wagons (Broad and Metre Gauges).

(Fundamental Rule 1).

- (lxxix) Resolution O/387.—The Operating Committee recommend that the pumps provided on petrol and oil tank wagons should be capable of a pressure head of 30 feet.

Note.—The Operating Committee understand that certain oil firms desire a pressure head of 55 feet but consider that in such cases an auxiliary pump should be provided by the oil firm.

Lavatory equipment in upper class carriages—Provision of an extra water tap (Broad and Metre Gauges).

(Fundamental Rule 1).

- (lxxx) Resolution O/388.—The Operating Committee do not recommend the provision of an extra water tap in the lavatories of upper class carriages.

Patching of underframes—Rules 11 (51), (52) and (53) of the Rules for Train Examiners, 1932 edition.

(Fundamental Rule 1).

- (lxxxi) Resolution O/389.—(i) The Operating Committee approve of the following telegram being issued by the General Secretary :—

To Loco.—Parel, C.O.P.S.—C.C.C., L. & C.S.—L.G.D., C.M.E.—K.G.P., C.T.S.—B.B., C.O.P.S.—L.H.R., C.M.E.—K.G., C.T.T.M.—M.A.S., C.M.E. (Power)—T.P.J., copy to C.M.E.—C.C.C., C.M.E.—Parel, C.M.E.—L.H.R. and C.M.E.—P.W.P., H.N.T.X.Rs.—C.O.I., Ajni, K.J.G.Y., A.G.C., G.Z.B., W.A.T., R.C. and N.D.L.S.; N.U.—G.M.O. and K.M.Z. and N.I.—D.L.I.

With the approval of the Operating Committee the following instructions will have immediate effect in supersession of previous instructions regarding the interchange of wagons having patched headstock or underframe members—aaa—Patches should not be rejected in interchange on account of position, length, depth or thickness or position, number and size of rivets not being in accordance with specifications—aaa—A patch should be rejected if it is loose or if the patched member shows signs of crippling—aaa—Acknowledge.

(ii) With regard to paragraph 5 (c) of the report by Messrs. Thackwell and Fleeton regarding the appointment of Neutral Inspectors to inspect wagons turned out of shops, the Operating Committee adhere to their Resolution No. O/375 of their 22nd (October 1933) Meeting, referred to in paragraph B (1) of the Note by the General Secretary above.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Minimum diameters of metre gauge axle journals.

(Fundamental Rule 1).

Reference :—Conference letter No. C. 50/34, dated 11th July 1934.

*Resolution S. 16/34.—That the recommendations made in the following resolution of the Mechanical Section be approved :—

(lxxxii)

Resolution M/148.—The Mechanical Section recommend that the existing table of minimum diameters of journals for metre gauge be replaced by the following :—

Gross load at rail.		Journal minimum diameter.
Tons.		Inches.
10	..	3 $\frac{11}{16}$
9	..	3 $\frac{1}{2}$
8	..	3 $\frac{5}{16}$
7	..	3 $\frac{1}{8}$
6	..	2 $\frac{15}{16}$
5	..	2 $\frac{3}{4}$

Proposed revision of General Classification of Goods—Resolution No. 29 of the 1933 Conference.

(Fundamental Rule 2).

Reference :—Conference letter No. C. 51/34, dated 11th July 1934.

Resolution S. 17/34.—That an additional expenditure of Rs. 21,000 during the year 1934-35 being the cost of the Committee appointed under Res. S. 8/34 to report on the statistics to be prepared in connection with the revision of General Classification of Goods, be approved.

(lxxxiii)

Report No. 8 of the Mechanical Section.

Resolution S. 18/34.—That the recommendations made in the following resolutions of Meeting No. 8 of the Mechanical Section held at Lucknow in February 1934, be approved :—

Recommended practice for determining the safe life, dimensions and condemning sizes of locomotive axle journals and crank pins.

(Fundamental Rule 2).

Resolution M/143.—The Mechanical Section approve the condemning sizes submitted by the Standing Committee and recommend that they be adopted. Where from experience it is found that they are unsatisfactory for the service conditions of any railway such railway should modify the sizes as may be necessary. It is recommended that a copy of this resolution and the report of the Standing Committee be forwarded to the Consulting Engineers and that the Standing Committee be dissolved.

(lxxxiv)

Method of fixing smoke tubes in the tube plates of locomotive boilers.

(Fundamental Rule 1).

Resolution M/145.—The Mechanical Section do not consider it necessary or desirable to lay down any definite instructions to standardize the method of fixing smoke tubes in the tube plates of locomotive boilers.

(lxxxv)

APPENDIX A.]

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Permissible extent of flaws in straight axles for locomotive and rolling stock and for outside crank pins.

(*Fundamental Rule 1*).

- (lxxvi) *Resolution M/146.*—The Mechanical Section recommend that Subject No. M/146 be withdrawn.

Best method of distinguishing between existing high tensile and low tensile steel drawgear (Broad Gauge).

(*Fundamental Rule 1*).

- (lxxvii) **Resolution M/147.*—The Mechanical Section recommend that couplings and drawbars made of material having a breaking stress of less than 32 tons per square inch should be designated "low tensile". If the breaking stress be higher they should be designated "high tensile".

Condemning length of carriage and wagon axle journals.

(*Fundamental Rule 1*).

- (lxxviii) *Resolution M/149.*—The Mechanical Section do not recommend that a rule defining limitations of wear in length of journals should be inserted in the Rules for Train Examiners.

Use of 16-ton axles with 14-ton wheels (Broad Gauge).

(*Fundamental Rule 1*).

- (lxxix) *Resolution M/150.*—The Mechanical Section recommend that spoked wheels with bosses less than 12½" dia. and disc wheels with bosses less than 9½" dia. should not be re-axled with 16-ton axles. They do not consider it necessary, however, to withdraw from service wheels with bosses less than the above diameters which have been re-axled with 16-ton axles. Any failure of wheels with undersize bosses should be reported to the General Secretary.

Testing of travelling cranes.

(*Fundamental Rule 1*).

- (xc) *Resolution M/152.*—The Mechanical Section consider that the Public Works Department code rule laid down in 1883 is not suitable for application to modern railway conditions and recommend that it should cease to apply to railways and that each railway administration should frame its own rules.

Welding on wagon underframes and bodies.

(*Fundamental Rule 1*).

- (xci) **Resolution M/153.*—The Mechanical Section recommend :—
 (i) that welding of underframe members without patches be not permissible,
 (ii) the addition of the following after clause (k) of rule 11 of the Rules for Train Examiners, 1934 :—
 (l) Welded patches which comply with the following specification are a permissible alternative to riveted patches :—
 the periphery of the patch shall not be less than 24" : welded patches may be butt or lap-jointed and the welding must be continuous round the periphery of the patch.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

To consider the design of axle-box and dust shield cover (Broad Gauge).

(Fundamental Rule 1).

*Resolution M/154.—(i) The Mechanical Section consider that it is desirable for the new design of axle-box to be tried out on the new wagons now on order before making a decision to turn back the bosses of all 16-ton wheels. The Section, therefore, recommend that sufficient wheels only should be turned back to keep these wagons in service. (xcii)

(ii) (a) With regard to the recommendations of the Hot Box Standing Committee, the Mechanical Section do not recommend going to the expense of welding on to existing boxes lugs for the attachment of top cover plates. The top of the slot can be packed with waste or a wooden block.

(b) The Mechanical Section recommend that the axle boxes of all wagons with a periodical overhaul date later than 31st December 1934 be provided with bearing brass retaining lugs.

Wagon bodies—roof leakage.

(Fundamental Rule 1).

Resolution M/155.—The Mechanical Section recommend :—

(xciii)

(i) that additional rivets be provided in the roofs of existing I. R. S. wagons but that I. R. C. A. wagons should be thus dealt with only when the roof sheets are renewed.

(ii) that the door top angles of I. R. C. A. wagons be not altered.

Standard design of safety hangers.

(Fundamental Rule 1).

Resolution M/157.—The Mechanical Section recommend that as this appears to have been an isolated case of failure no alteration be made to the rules. (xciv)

Report No. 1 of the Personnel Section (Resolutions falling under Fundamental Rules 1 and 3).

Resolution S. 19/34.—That the recommendations made in the following resolutions of Meeting No. 1 of the Personnel Section held at Calcutta in January 1934, be approved :—

Penalty for the loss of passes.

(Fundamental Rule 3).

*Resolution PL/7.—The Personnel Section recommend the acceptance of the Subcommittee's recommendation, reproduced below, and also recommend that the penalty for the loss of a foreign line pass should be the same as that applicable on the loser's home line :— (xcv)

In view of paragraph 2 of Railway Board's letter No. 2292-T., dated the 3rd May 1933, to the General Secretary, in which it was intimated that the Board desired not to proceed further with the proposal to secure uniformity in the matter of penalties for cases of loss or misuse of passes, we are of the opinion that no further action is called for.

Rules for the interchange of privilege ticket orders—Rule 93 of Conference Regulations, Part II, 1933-34 edition.

(Fundamental Rule 3).

*Resolution PL/8.—The Personnel Section recommend that :

(xcvi)

(i) the limitation which requires 2 years' service by a subordinate employee before becoming eligible for P. T. Os. should be reduced to 1 year's service,

and

(ii) as regards Rule 93 (10), it appears that the revised rules contained in the 1933-34 edition of Conference Regulations, Part II, entirely meet the difficulty mentioned by the Manager and Engineer-in-Chief, Bengal Doonars Railway, and no change is recommended.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Uniformity of free pass rules on railways.

(Fundamental Rule 3).

(xcvii)

*Resolution PI/9.—(i) The Personnel Section note that the Conference in their Resolution No. 30 of 1933 consider that no change should be made in the number of passes for which staff engaged prior to July 1931 were eligible. For staff of all railways engaged on and after the date from which the revised scales of pay have effect on State Railways the Section recommend the attached scales for the issue of privilege passes for general adoption by railways, each Agent being given authority to make exceptions at his discretion over his own railway both as regards home and foreign line employees. The scales now proposed have been drawn up on the assumption that existing staff will be governed by the scales applicable before the issue of Railway Board's letter No. 2740-T/A., dated the 31st March 1933.

(ii) The Section have read Railway Board's letter No. 2740-T/A., dated the 22nd December 1933, stating that they see no reason to suspend the orders (to State Railways) contained in their letter No. 2740-T/A., dated the 31st March 1933. The Personnel Section recommend it be again represented to the Railway Board that it is considered inexpedient to reduce in respect of existing staff the privileges as regards passes which they have hitherto enjoyed; on the other hand there is no reason to increase any of the privileges for the existing staff. The Railway Board may, therefore, be requested to cancel the orders communicated in their letter of the 22nd December 1933 in order that the distinction which would otherwise exist between the policy in respect of passes on State Railways and that on other Railways may be avoided.

(iii) The Personnel Section recommend that such scales as may finally be accepted be embodied in rule 92 of Conference Regulations, Part II, 1933-34 edition, so far as foreign passes are concerned and in a Standing Resolution so far as home line passes are concerned, and that, as there is a good deal of repetition in rules 92 and 93 of Conference Regulations, Part II, opportunity be taken to combine these rules as one with a common preamble.

Schedule of scales for the issue of privilege passes for the staff of all railways.

Class of pass.	Persons eligible for privilege passes for themselves, their families and dependent relatives.	No. of foreign line passes admissible in one year.	No. of home line passes admissible in one year.	Remarks.
1	2	3	4	5
First class ..	Officers (including those holding honorary rank) also nurses, governesses or guardians accompanying Officers' families. Matrons and Sisters-in-charge of Railway Hospitals.	12 sets or 21 single journey passes.	Unrestricted.	
Second class	(i) Subordinates drawing Rs. 126 per mensem and over.	2 sets or 4 single journey passes.	3 sets or 6 single journey passes.	With special exceptions at the Agent's discretion over his own Railway both as regards home and foreign line employees.
	(ii) Lady teachers in Railway Schools, Lady Typists, Lady Telephone Clerks and Railway Hospital certificated nurses.	1 set or 2 single journey passes.	3 sets or 6 single journey passes.	An additional home line return pass or two single journey passes per annum to staff of 20 years' service and over.
Inter class ..	(i) Subordinates drawing Rs. 50 per mensem and over and less than Rs. 126 per mensem.	1 set or 2 single journey passes.	2 sets or 4 single journey passes.	An additional home line return pass or two single journey passes per annum to staff of 20 years' service and over.
	(ii) Uncertificated Nurses other than inferior staff.			
Third class ..	(i) All other subordinate staff who have completed two years' continuous service.	1 set or 2 single journey passes.	2 sets or 4 single journey passes.	An additional home line return pass or two single journey passes per annum to staff of 20 years' service and over.
	(ii) All others	Nil	2 sets or 4 single journey passes.	An additional home line return pass or two single journey passes per annum to staff of 20 years' service and over.

NOTES.—(i) The above scale is exclusive of journeys on duty, transfer, first appointment and retirement. For journeys of children travelling to and from their schools, passes in addition to the above scale may be issued but should be limited to 3 sets per annum for each child whether over the home or foreign lines.

(ii) In the case of guards, drivers, firemen, shedmen, shunters, brakemen and travelling ticket examiners, their total emoluments, i.e., pay plus 75 per cent. of pay are taken into consideration in determining the class of pass to be granted.

(iii) When a journey is covered by a home line and a foreign line pass or passes such passes should be debited to the employees' pass account as one foreign line pass.

(iv) The rules regarding the issue of foreign line passes contained in Chapter VIII of Conference Regulations, Part II, 1933-34 edition, should, so far as they may be applicable, govern the issue and use of home line passes.

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Issue of passes and privilege ticket orders to dependent relatives of employees—
Rules 92(ii) and 93 (ii) of Conference Regulations, Part II, 1933-34 edition.

(Fundamental Rule 3).

Resolution PL/10.—The Personnel Section do not consider that any alteration of the definition of “dependent relatives” in the Conference rules for the interchange of passes and privilege ticket orders is necessary. This definition is suitable for application also to home line pass and privilege ticket order rules.

(xcviii)

Issue of passes to railway Nursing sisters.

(Fundamental Rule 3).

**Resolution PL/11.*—The Personnel Section recommend that railway Nursing staff should be eligible for the following classes of foreign line passes :—

(xcix)

Matrons and Sisters-in-charge of Railway Hospitals ..	First class.
Railway Hospital Certificated Nurses	Second class.
Uncertificated Nurses other than inferior staff ..	Inter class.

Proposed issue of free passes to retired Officers and their families and to the families of deceased Officers.

(Fundamental Rule 3).

Resolution PL/12.—The Personnel Section recommend :—

(c)

- (i) With regard to interchange in respect of which there is at present no concession, none is recommended.

* * * * *

Uniformity in the home line privilege ticket order rules on railways.

(Fundamental Rule 3).

**Resolution PL/13.*—(i) The Personnel Section find that practice regarding the issue of P. T. Os. over home lines differs considerably and do not consider it would be feasible, even if it were desirable which is doubtful, to secure uniformity in this respect for employees at present in service. For future entrants, however, the Personnel Section recommend that the limits of pay for the several classes should both for home line and foreign P. T. Os., be the same as recommended in respect of passes in Resolution No. PL/9, viz. :—

(ci)

- (a) Officers (including those holding honorary rank),
Matrons and Sisters-in-charge of Railway
Hospitals, also nurses, governesses or guardians
accompanying Officers' families .. First class.
- (b) Other staff drawing Rs. 126 per mensem and over .. Second class.
- (c) Other staff drawing Rs. 50 per mensem and less
than Rs. 126 Inter class.
- (d) All others Third class.

and that the number of home line P. T. Os. to be allowed to each employee should remain at the discretion of each Administration.

(ii) The Section further recommend that as the word “subordinate” in the existing P. T. O. Rules in Conference Regulations, Part II, 1933-34 edition, has a different meaning to that assigned to it in the existing Pass Rules, its use should be discontinued in the former by :—

- (a) the deletion of Rule 93(v),
- (b) the use of the word “employees” in place of “subordinates employed” in Rule 93(1)(a)(ii),
- (c) the use of words “employees other than those eligible for 1st class P. T. Os.” in place of “Subordinate employees” in Rule 93(i) (c),
- (d) the use of the words “Other employees” in place of “Subordinate staff” in Rule 93(2).

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(contd.)

Rules for the interchange of free passes—Interpretation of Rule 92 (1) (f) of Conference Regulations, Part II, 1933-34 edition.

(Fundamental Rule 3).

- (civ) *Resolution PL/14.—The Personnel Section recommend that rule 92 (1) (c) be deleted and that in rule 92 (4) the words "who have completed two years' continuous service" be substituted for the words "whose salary is not less than Rs. 40 per mensem and all clerical staff."

Issue of privilege ticket orders by a direct route.

(Fundamental Rule 3).

- (ciii) Resolution PL/15.—The Personnel Section have given due consideration to the recommendation contained in paragraph (5) of Resolution No. 30 of the 1933 Conference and are of opinion that P. T. Os. are a source of revenue and for this reason should not be restricted as to route, having regard to the fact that foreign line travel on P. T. Os. is limited both by opportunity and rule. The Section are, therefore, unable to make any recommendation other than that contained in Resolution No. 8 of the Advisory Committee of Personnel Officers, reproduced below :—

NOTE.—With regard to the issue of home line passes, see clause (iv) of the Notes to the scales of passes referred to in Resolution PL/9.

Resolution 8 of Advisory Committee of Personnel Officers :—

We consider that the restriction which exists in the rules under which passes can only be issued by a reasonably direct route was intentionally omitted from the privilege ticket order rules in view of the fact that the holder thereof will have to pay fare for his journey and therefore that circuitous travel is permitted by rule 91 (9) of Conference Regulations, Part II, 1932-33 edition.

Issue of passes and privilege ticket orders to adopted children.

(Fundamental Rule 3).

- (civ) Resolution PL/17.—The Personnel Section recommend that "adopted children" be not included in the definition of the word "family" as used in Conference Regulations.

Limitation of period of availability of free passes and privilege ticket orders issued towards the close of a year.

(Fundamental Rule 3).

- (cv) *Resolution PL/18.—The Personnel Section recommend that the date of issue of passes and privilege ticket orders should govern the debits in an employee's pass and P. T. O. accounts.

Counting of free passes issued over foreign railways.

(Fundamental Rule 3).

- (cvi) Resolution PL/19.—The Personnel Section consider that the M. S. M. Railway's interpretation of the existing rules is the correct one.

Proposed appointment of a Standing Committee for disposal of references of a minor character.

(Fundamental Rule 1).

- (cvii) Resolution PL/20.—(i) The Personnel Section have considered the best means of disposing of references on minor subjects that may be made during the course of a year, particularly on Pass and P. T. O. questions for which it may be desirable to avoid the delay which would occur if the disposal of such subjects were held over until the next meeting of the full Section. The Personnel Section, therefore, recommend that a small Standing Committee should be appointed consisting of the Chairman and two Members to deal with such references. Any decision or interpretation thus arrived at would be placed on the agenda of the following meeting of the Section for confirmation and record.
- (ii) For the year 1934 it is recommended that the Standing Committee should consist of :—

Mr. B. L. Cameron, Deputy Agent (Personnel), N. W. Railway (Chairman),
Mr. A. R. Ubsdell, Deputy Manager (Staff), B. N. Railway (Member),
Major W. S. E. Money, Personnel Officer, M. S. M. Railway (Member).

ANNEXURE TO RESOLUTION No. 3.

RESOLUTIONS OF THE STANDING COMMITTEE—(concl'd.)

Report No. I of the Personnel Section. (Resolutions falling under Fundamental Rule 2).

Resolution S.20/34.—That the recommendations made in the following resolutions of Meeting No. 1 of the Personnel Section held at Calcutta in January 1934, be approved :—

To consider whether the methods of dealing with railway Labour Unions can be co-ordinated so as to ensure a common policy throughout India.

(Fundamental Rule 2).

Resolution PL/3.—The Personnel Section consider that at the present time no useful purpose would be served by attempting to lay down a common policy to regulate the relations between railways and railway Labour Unions throughout India. The Section recommend, however, that this subject should be placed on the Agenda of the meetings of the Section to afford an opportunity for a periodical exchange of information and views between the members of the Section.

(cvi)

To consider the standardization of designations of railway employees and the possibility of reducing the number of categories or classes of subordinates.

(Fundamental Rule 2).

Resolution PL/4.—Progress on this subject has already been made as a result of the meeting of Deputy Agents of State Railways held in January 1933 and at the present time most railways are engaged in analysing the work done by each group of employees as a result of which it is anticipated there will be considerable reduction in the number of designations at present in use ; thus the purpose for which this subject was placed on the agenda will, to a large extent, be achieved separately on each railway. The Personnel Section, therefore, recommend that each railway should report to the Deputy Agent (Staff), G. I. P. Railway, the position in respect of the designations of its staff as on 31st December 1934 for consideration at the next meeting of the Section as to whether further co-ordination is desirable.

(cix)

Assessment of house rent on railway quarters.

(Fundamental Rule 2).

Resolution PL/6.—The Personnel Section consider that as running allowances and overtime are taken into consideration for the purposes of leave allowances, Provident Fund deductions and gratuity, they should also be taken into account for the purposes of rent assessment when rent is charged and suggest that in such cases in order to simplify accounting the allowance should be taken as a fixed percentage of pay. If it involves a change of existing practice this recommendation should be effective for new entrants only.

(cx)

APPENDIX B.

ANNEXURE TO RESOLUTION No. 9.

NOMINATION OF OFFICERS TO SERVE ON THE SECTIONS.

The following officers have been nominated by railways to serve on the Electrical, Engineering, Mechanical, Medical and Personnel Sections for the year 1935-36 :—

Railways.	Electrical Section.	Engineering Section.	Mechanical Section.	Medical Section.	Personnel Section.
A. B.	E. E.	C. E.	L. & C. S. ..	C. M. O.	Dy. Agent.
B. L.	Agent	Agent	Agent	Agent	Agent.
B. & N. W. and R. & K. ..	E. E.	C. E.	L. S.	P. M. O.	Secy. to Agent.
B. D.	Asstt. L. S. ..	M. & E. in-C. ..	Asstt. L. S. ..	M. & E. in-C. ..	M. & E. in-C.
B. N.	Supdt., Elec. Br. ..	C. E.	C. M. E.	M. O. (Khargpur) ..	Dy. M. (Staff).
B. P.	C. E. E. (E. I.) ..	C. E. (E. I.) ..	C. M. E. (E. I.) ..	C. M. O. (E. I.) ..	Dy. Agent. (E. I.)
B. S.	L. & C. S. ..	Dy. M. & Ex. E. ..	L. & C. S. ..	C. M. O.	Dy. M.
Bk. S.	L. & C. S. ..	E. in-C.	L. & C. S. ..	"	M.
B. B. & C. I. ..	C. E. E.	C. E.	L. & C. S. ..	C. M. O.	Staff Officer.
B. P. T.	M.	M.	M.	M.	M.
Burma	"	"	"	"	"
C. P. C.	C. M. E.	C. M. E.	C. M. E.	"	"
D. H.	"	"	"	"	"
D. S.	L. S.	Supdt., W. & W. ..	L. S.	P. M. O.	"
Dh. S.	Asstt. M.	M.	Asstt. M.	"	Asstt. M.
E. B.	Dy. C. M. E. (Elec.)	C. E.	C. M. E.	C. M. O.	Dy. Agent (Personnel).
E. I.	C. E. E.	C. E.	C. M. E.	C. M. O.	Dy. Agent.
G. B. S.	"	M. & E. in-C. ..	L. & C. S. ..	C. M. O.	P. A. to M. & E. in-C.
Gondal	M. & E. in-C. ..	M. & E. in-C. ..	M. & E. in-C. ..	M. & E. in-C. ..	M. & E. in-C.
G. I. P.	C. E. E.	C. E.	C. M. E.	P. M. & H. O. ..	Dy. Agent (Staff).
G. L.	Tech. Adviser ..	Tech. Adviser ..	Tech. Adviser ..	"	"
J. & D.	M. & E. in-C. ..	M. & E. in-C. ..	M. & E. in-C. ..	"	M. & E. in-C.
J. J.	"	"	"	"	"
Jodhpur	L. & C. S. ..	C. E.	L. & C. S. ..	P. M. O.	C. T. M.
J. S.	C. E. E. (B. B. & C. I.) ..	M. & E. in-C. ..	L. & C. S. ..	C. M. O. (B. B. & C. I.) ..	Staff Officer (B. B. & C. I.).
M. S. M.	C. E. E.	C. E.	C. M. E.	C. M. O.	Personnel Officer.
M. P. T.	"	"	"	"	"
Macneill & Co. ..	"	"	"	"	"
McLeod & Co. ..	"	G. M. & C. E. ..	G. M. & C. E. ..	C. M. O.	G. M. & C. E.
Martin & Co. ..	"	"	"	"	"
Octavius Steel & Co.	"	"	"	"	"
Morvi	E. E.	M. & E. in-C. ..	L. & C. S. ..	C. M. O.	Auditor & Accountant.
Mysore	"	Supdt., W. & W. ..	L. & C. S. ..	"	"
N. S.	"	C. E.	L. & C. S. ..	C. M. O.	Dy. Agent (Personnel).
N. W.	C. E. E.	C. E.	C. M. E.	C. M. & H. O. ..	Dy. Agent (Personnel).
P. S.	L. & C. S. ..	E. in-C.	L. & C. S. ..	"	M. & E. in-C.
S. I.	E. E.	C. E.	C. M. E.	C. M. O.	General Staff Officer.
U. C.	L. S.	M.	L. S.	"	M.

* Will not be represented.

APPENDIX C.

ANNEXURE TO RESOLUTION No. 22.

Indian Railway Conference Association Regulations, Part I

CHAPTER I.

Fundamental Rules of the Indian Railway Conference Association.

ART. 1.—The Indian Railway Conference Association, hereinafter designated the Association, shall consist of such railway administrations working a railway open for passenger traffic in India as desire to join it, each of whom shall be represented at its meetings by one delegate. The words "railway" and "railways" hereinafter used in these rules mean a railway or railways parties to the Association. Constitution.

ART. 2.—The Association shall elect annually from the delegates of the railways a President who shall hold office from the 1st of April until the 31st of March. Election of President.

ART. 3.—The Association is constituted :—

Functions.

- (i) to frame regulations for the management of traffic interchanged between railways, including regulations for the determination by arbitration of inter-railway claims on account of interchanged traffic and rolling stock ;
 - (ii) to act as a Board of Conciliation ;
 - (iii) to conduct the Broad Gauge Wagon Pool ;
 - (iv) to conduct the Neutral Control of Examination of Broad Gauge Wagons at interchange junctions ;
 - (v) to advise on other subjects relating to railways which may be referred to it as hereinafter provided for, and
 - (vi) to carry out such other functions as may from time to time be decided on ;
- provided that the regulations passed by the Association shall not extend to any matters of internal administration which shall remain under the complete and exclusive control of the several railways.

The whole to be subject to the following rules :—

FUNDAMENTAL RULE 1.—The Association may frame the necessary regulations for the interchange of traffic and rolling stock between railways, including regulations for the equipment and maintenance of rolling stock for the purpose of interchange and the fixing of charges for transshipment, use and misuse of vehicles, hire, demurrage, damages and deficiencies of rolling stock, etc. No rule framed under this Fundamental Rule shall have retrospective effect. Fundamental Rules.

Every resolution carried under this Fundamental Rule is binding on all railways, subject to the provisions of Fundamental Rule 5.

FUNDAMENTAL RULE 2.—The Association may consider and advise upon, at the instance of the Railway Board or of any railway, questions of railway policy affecting the mutual relations between the railways themselves or between railways and the Railway Board, provided that the conclusions or recommendations of the Association on such questions shall not bind either the Railway Board or any railway without the assent of the Railway Board or of the Controlling Authority of the railway affected, as the case may be.

To enable railways to obtain the views of the Railway Board and Controlling Authorities on recommendations of the Association on subjects falling under this Fundamental Rule, a period of 50 days shall be allowed. This period shall be reckoned from the time of receipt by the Agent of a Railway of a request from the General Secretary for approval to such a recommendation. A railway not replying to such request within the period of 50 days shall be considered as having no objection to the proposal and the General Secretary shall proceed to take action.

Every resolution carried under this Fundamental Rule is binding on those railways who have assented to it, subject to the provisions of Fundamental Rule 5.

FUNDAMENTAL RULE 3.—Any railway may submit for consideration proposals relating to rates and fares, including the division thereof and to the interchange of free passes and privilege tickets but any regulation made shall become operative only on the consenting railways subject to the provisions of Fundamental Rule 5.

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ANNEXURE TO RESOLUTION No. 22.

FUNDAMENTAL RULE 4.—The Association may, at the instance of the Railway Board or of any railway, consider questions of railway management and operation and make recommendations with regard to them as well as with regard to practice and procedure for the information of railways.

A resolution carried under this rule is not binding.

Notice of withdrawal or dissent.

FUNDAMENTAL RULE 5.—Any railway may give 12 months' notice in writing to the General Secretary of its desire to withdraw from the Association or to dissent from any resolution carried under Fundamental Rule 1 or, if it has assented to or adopted any other carried resolution, to withdraw its assent thereto, provided that where rules are inter-dependent a railway cannot dissent from one rule without dissenting from the other relative rules. Such notice may be given at any time but shall not affect the railway's obligation to observe the resolution for 12 months from the date on which it becomes operative.

Allocation of subjects under Fundamental Rules 1 to 4.

FUNDAMENTAL RULE 6.—The President of the Association shall decide under which of the Fundamental Rules 1 to 4 each subject shall be dealt with and may, on the request of a railway or his own initiative, transfer a subject from one Fundamental Rule to another, provided that any proposal for alteration or addition to these Fundamental Rules shall fall under Fundamental Rule 2.

Voting powers.

FUNDAMENTAL RULE 7.—The voting power of railways shall be as shown in Chapter II.

Quorum.

FUNDAMENTAL RULE 8 (i).—For the consideration of all questions, other than those concerning only Broad Gauge railways, one-half of the railways constituting a majority of the total votes of all railways shall form a quorum. For questions concerning Broad Gauge railways only, a majority of those railways shall form a quorum.

(ii) A delegate or other officer of one railway is permitted at a meeting to act by proxy as delegate for another railway and during any delegate's temporary absence from a meeting he can be represented by proxy. In all cases a duly accredited proxy counts towards a quorum.

(iii) In the absence of the prescribed quorum no proposal can be voted upon.

Requisite majority of votes.

FUNDAMENTAL RULE 9.—In order that a resolution shall be carried or a decision promulgated, not less than three-fourths of the total number of votes of the railways voting must be cast in its favour.

Standing Committee. Procedure when Association is not in session.

FUNDAMENTAL RULE 10.—When the Association is not in session railways shall form a Standing Committee to which, with the approval of the President, questions may be referred and votes taken. A resolution of the Standing Committee carried as provided for in Fundamental Rules 8 and 9 shall have the same force as a resolution of a Conference and shall be recorded at the next meeting of the Association. For questions referred to the Standing Committee a period reckoned from the time of receipt of a reference from the General Secretary of not less than 75 days for questions falling under Fundamental Rule 2 and of 40 days in all other cases shall be allowed to each railway to record its vote. Any railway failing to record a vote within the prescribed period shall be considered as having no objection to the proposal.

Notice of proposals.

FUNDAMENTAL RULE 11.—Not less than 3 months' previous notice must be given in writing to the General Secretary and as long notice as possible by him to railways before any proposal is considered by the Association. When urgent matters do not permit of 3 months' notice being given, such notice as is possible shall be given with reasons for the urgency which shall be considered by the President who shall determine whether a proposal shall be referred to the Standing Committee or be reserved for discussion at a meeting of the Association.

Advance copies of proceedings.

FUNDAMENTAL RULE 12.—Three advance copies of the proceedings of each meeting of the Association and of proposals and recommendations made under Fundamental Rule 2 and circulated to the Standing Committee for decision shall be forwarded by the General Secretary direct to the Boards of Directors of such Company-worked lines whose offices are outside India for their information with a note, in the case of Conference proceedings, drawing attention to resolutions falling under Fundamental Rule 2.

CHAPTER II.

Calculation of voting powers.

1. The voting power of railways is based on the freight ton-mileage of coaching and goods traffic and the mileage open and under construction, subject to the condition that the maximum number of votes of any railway shall be limited to 10.

ANNEXURE TO RESOLUTION No. 22.

(i) Scale for votes on mileage basis.

Not exceeding 250 miles	..	..	..	..	..	..	1 vote.
Above 250 to 500 miles	..	..	..	..	..	..	2 votes.
Above 500 to 750 miles	..	..	..	..	..	..	3 "
Above 750 to 1,000 miles	..	..	..	..	..	..	4 "
Above 1,000 to 1,500 miles	..	..	..	..	..	..	5 "
Above 1,500 to 2,000 miles	..	..	..	..	..	..	6 "
Above 2,000 to 2,500 miles	..	..	..	..	..	..	7 "
Above 2,500 to 3,000 miles	..	..	..	..	..	..	8 "
Above 3,000 miles	..	..	..	..	..	..	9 "

(ii) Scale for votes on freight ton-mileage basis.

Not exceeding 10 million freight ton miles	..	..	..	..	..	1 vote.
Above 10 million to 50 million freight ton miles	..	..	..	..	..	2 votes.
Above 50 million to 100 million freight ton miles	..	..	..	..	..	3 "
Above 100 million to 150 million freight ton miles	..	..	..	..	..	4 "
Above 150 million to 200 million freight ton miles	..	..	..	..	..	5 "
Above 200 million to 250 million freight ton miles	..	..	..	..	..	6 "
Above 250 million to 400 million freight ton miles	..	..	..	..	..	7 "
Above 400 million to 600 million freight ton miles	..	..	..	..	..	8 "
Above 600 million to 800 million freight ton miles	..	..	..	..	..	9 "
Above 800 million to 1,000 million freight ton miles	..	..	..	..	..	10 "
Above 1,000 million to 1,500 million freight ton miles	..	..	..	..	..	11 "
Above 1,500 million freight ton miles	..	..	..	..	..	12 "

2. The number of votes on mileage and freight ton-mileage to be in each case divided by two. In grand total all fractions to be reckoned as one.

3. Where under the scale adopted an increased voting power is due to any railway, the increased voting power may be claimed by that railway to have immediate effect.

CHAPTER III.

Budget, Financial Powers and Establishment.

4. At the autumn meeting of the Association a budget for establishment and incidental expenses for the ensuing financial year under the following heads shall be submitted by the General Secretary in conjunction with the Accounts Officer concerned together with a statement for approval of the Association of the audited accounts for the previous financial year :—

- (i) General Branch.
- (ii) Wagon Interchange Branch.
- (iii) Neutral Control Headquarters Branch.
- (iv) Neutral Control Junctions.

The budget as approved by the Association shall be submitted to the Railway Board for sanction.

5. Subject to the general condition that the expenditure is covered by budget provision the Indian Railway Conference Association will exercise the same powers in establishment and cognate matters as are exercised by the Agents of State-managed Railways; the maximum limits in the case of provident fund bonuses, gratuities, passages, medical attendance, etc., being the same as are admissible to corresponding staff on State-managed Railways. These powers are also subject to the provision of Regulation 11 and the following further restrictions or modifications :—

- (i) The maximum pay on which a post on the subordinate establishment may be created will be subject to a limit of Rs. 400 per mensem. This limit also applies to a revision of the sanctioned scale of pay of an existing post or an incumbent of a post and to the grant of pay to a person newly appointed to the subordinate establishment on or after 1st August 1934.
- (ii) The maximum amount of extra expenditure within which revision of scales of permanent establishment may be sanctioned will be subject to a limit of Rs. 5,000 per annum.

APPENDIX C.]

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(iii) Power to remit disallowances may be delegated by the Association to any authority only where that authority has no immediate executive responsibility for the overdrawal.

(iv) No railway official shall receive any remuneration from the Association whether by way of honorarium or otherwise nor shall any honorarium be granted to any employee of the Association whose salary exceeds Rs. 250 per mensem save with the express permission of the Railway Board previously obtained.

(v) Leave of all kinds and leave allowances may be granted to the staff of the Association under the Fundamental Rules or the Leave Rules of the Company from which the person has been borrowed or transferred or the new State Railway Leave Rules as the case may be, but in the case of leave to staff lent by other railways with prior approval of the railway concerned.

(vi) The General Secretary, Deputy General Secretary and the Assistant Secretary and the staff of the General Branch may draw mileage allowance for journeys by railway under rules 34-36 of the Supplementary Rules framed by the Governor-General in Council under the Fundamental Rules. The staff of the Wagon Interchange Branch when deputed to work in the General Branch may also draw this allowance.

(vii) The General Secretary may hold a recess office in the hills in the hot weather subject to such conditions as the Association may impose.

Re-appropriation.

6. The Association shall have powers of re-appropriation under any of the following heads of accounts within the provision for each branch of the Association :—

- (i) Contingent office expenses,
- (ii) Printing charges,
- (iii) Medical expenses,
- (iv) Meeting expenses,
- (v) Prize essays,
- (vi) Rent,

but no re-appropriation of savings effected under the heads of accounts pertaining to establishment is permissible without the prior approval of the Railway Board.

Allocation of expenditure.

7. The actual expenditure incurred against the budget grants will be charged to the revenue accounts of railways as follows :—

- (i) *General Branch.*—To all railways in proportion to their voting powers.
- (ii) *Wagon Interchange Branch.*—To all Broad Gauge railways in proportion to the total number of wagons interchanged on Broad Gauge railways.
- (iii) *Neutral Control Headquarters Branch.*—To railways having a junction or junctions under Neutral Control in proportion to the total number of wagons interchanged at Neutral Control Junctions.
- (iv) *Neutral Control Junctions.*—
 - (a) At junctions of two railways equally between the two railways.
 - (b) At junctions of more than two railways in proportion to the number of wagons interchanged to and from each railway; except that the cost of any work performed solely for the working railway shall be borne wholly by the working railway.

Delegation of powers.

8. The Association may delegate all or any of its powers to the President with power to re-delegate them to the General Secretary.

Permanent establishment.

Leave vacancies.

9. During the absence of any gazetted Officer of the Association on leave the President may appoint a temporary incumbent on such salary not exceeding the minimum of the post as may be settled by him in each case.

Cadre.

10. Subject to the provisions of Regulation 5 the strength and salaries of the staff of the Association shall be fixed by the Association, subsequent changes being sanctioned by the Association on the representation of the President. The prior sanction of the Association is necessary to appointments on more than minimum pay of the post or to the grant of an accelerated increment.

Appointments.

11. Appointments to sanctioned posts shall be made by the President except that of the General Secretary and Deputy General Secretary who shall be appointed by the Association. A majority of not less than one third of the total number of votes allotted to railways shall be necessary for the election of any candidate. The voting may be taken by the President either at a general meeting of the Association or by letter after circulating the applications

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and testimonials of the candidates. They shall be engaged under agreement with the Association through the President for a period of three years, their services being terminable on expiry of six months' notice given by either side through the President. A majority of the votes of delegates to the Association, each delegate having one vote, shall be necessary before the services of the General Secretary or Deputy General Secretary may be dispensed with.

12. All disbursements in connection with the salaries, allowances, office expenses, rent and other charges incidental to the conduct of the General Secretary's office shall be paid and audited by the Director, Railway Clearing Accounts Office. Maintenance of accounts.

13. The expenditure of the Association shall be subject to audit as against the limitations contained in this chapter and with regard to ordinary audit tests. Audit.

CHAPTER IV.

General conduct of business.

14. There shall be two annual meetings of the Association, one in the spring and one in the autumn, the President in consultation with the Executive Council, having power to cancel the spring meeting if it is considered that there are insufficient subjects of importance to justify it. The dates and places of these meetings shall be decided at the autumn meeting. Annual meetings.

15. A special meeting of the Association shall be called by the General Secretary on receipt of a requisition from six railways having an aggregate of not less than 30 votes. Special meetings.

16. If the President vacates his appointment arrangements to fill his place shall be made by the Executive Council. If the President is unable to attend a meeting of the Association the delegates shall elect one of their number to preside at the meeting. President.

17. At each autumn meeting the Association shall elect from among the delegates four Members to form with the President an Executive Council for the ensuing year. The functions of the Executive Council shall be to advise and assist the President who shall be *ex-officio* Chairman of the Council. Executive Council.

18. The meetings of the Executive Council will be convened by the President.

19. Should a Member of the Executive Council vacate his appointment or be absent on leave his place shall be taken by his successor or *locum-tenens*.

20. In voting in the Executive Council each Member present shall have one vote. When votes are equal, the Chairman shall have an additional or casting vote.

21. Under the President there shall be—

(i) Eleven Sections* :—

- (1) Administrative,
- (2) Audit and Accounts,
- (3) Commercial,
- (4) Electrical,
- (5) Engineering (with a Sub-Committee of Signal Engineers of Class I Railways),
- (6) Mechanical,
- (7) Medical,
- (8) Operating,
- (9) Personnel,
- (10) Statistical,
- (11) Stores,

(ii) Three Interchange Committees :—

- (1) Audit and Accounts Committee,
- (2) Commercial Committee,
- (3) Operating Committee,

(iii) Two Arbitration Committees :—

- (1) Rolling Stock Claims Arbitration Committee,
- (2) Traffic Claims Arbitration Committee,

(iv) A Board of Conciliation, and

(v) such Advisory Committees as may be constituted (by name) to report on special subjects.

Sections and Committees.

*Electrical, Engineering, Mechanical, Medical and Personnel Sections have been formed for the present, vide Resolution 2 of March 1926, Resolution 4 (vi) of 1927, Resolution 25 of 1929 and Resolution 33 of 1930.

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Functions of President.

22. The President shall—

- (i) approve or modify the programme of subjects submitted by a Section for discussion by it ;
- (ii) decide whether a question shall be submitted to a meeting of the Association or the Standing Committee ;
- (iii) decide whether a question shall be reported on by a Section or Committee (and if so, by which Section or Committee) before being submitted to a meeting of the Association or the Standing Committee ;
- (iv) appoint Advisory Committees in addition to those appointed at a meeting, to report on such subjects as, in his opinion, require to be dealt with by special committees ;
- (v) decide which, if any, reports of Sections or Committees shall be forwarded to the Railway Board as *ad-interim* reports of the Association ;
- (vi) decide, on the request of a railway, whether a question referred to the Standing Committee for decision shall be withdrawn from that Committee and placed on the Agenda for discussion at a meeting of the Association.

Secretarial work.

23. One of the officers of the Association shall be *ex-officio* Secretary of each of the Sections and Committees and shall usually attend their meetings, in his absence the Chairman shall be responsible for the proper execution of the secretarial work and for acquainting the General Secretary with all the proceedings.

24. The General Secretary shall—

- (i) issue all notices convening meetings of the Executive Council, Sections and Committees ;
- (ii) issue questionnaires on behalf of Committees and collect and collate data for them ;
- (iii) supervise all printing of proceedings and reports which shall be drawn up in a uniform style to be approved by the President ;
- (iv) be responsible for the safeguarding of the records and proceedings of the Association and its Sections and Committees, which shall be kept in his office ;
- (v) act as liaison officer between the Committees to prevent overlapping ;
- (vi) supply each railway with complimentary copies of all Association publications at the rate of one copy for each vote held, subject to a minimum of 6 copies per railway ; extra copies, if required, being supplied at a charge which shall be fixed by the General Secretary as closely as possible to the actual cost.

(Copies of Regulations and Proceedings may not be supplied to non-members).

CHAPTER V.

Conduct of business at meetings.

Agenda.

25. The General Secretary shall despatch to each railway an agenda of the business to be brought before the meeting. Agenda and Supplementary Agenda should reach every railway not less than 30 and 15 days respectively before the date of the meeting.

Order of business.

26. The President shall have power to regulate or alter the order in which business has to be transacted but, unless ordered otherwise, the business of a meeting shall be conducted in the order prescribed in the Agenda.

Adjournment.

27. The President may adjourn to any future day or to any part of the same day without any discussion or vote, any meeting or business, whether a quorum be present or not.

Points of order.

28. The President shall preserve order and all points of order shall be decided by him, no discussion thereupon being allowed.

Rules for delegates.

29. In discussing questions in full session or committee a delegate shall speak from his place, shall rise when he speaks and shall address the President. When a delegate speaks to a point of order any other delegate who may be then speaking shall resume his seat and cease speaking until the point of order is settled.

Discussion.

30. Discussion shall be conducted either—

(i) in full session :

when the meeting is in full session only delegates or an officer deputed by a delegate may speak and the recognized rules of debate must be conformed to, *viz.*, each

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delegate or officer deputed by him may speak once to a motion but the proposer and seconder of the motion have the right to final reply at the conclusion of the debate, provided that the President may, at his discretion, at any time allow a delegate who has already spoken to make a brief explanation.

(ii) in committee :

when in committee all railway officers present whether as delegates or attending have the right to speak. The chair will ordinarily be occupied by the President of the Association but in his absence the President shall nominate a Chairman.

(iii) in sub-committee :

when sitting in sub-committee the members will elect a Chairman and Secretary from among their number.

31. Any change in the regulations shall be notified by a correction slip the date from which such change will have effect being notified therein. Notification of changes in regulations.

32. If a motion has been proposed and seconded, any delegate may propose an amendment thereto. An amendment must be seconded or it falls through. Any number of amendments may be before the meeting at the same time. All motions or amendments must be written and handed to the Secretary before being considered. Amendments.

33. A delegate who has already spoken to a motion before the meeting is not thereby debarred from speaking on the amendment to the motion, provided that in so doing he confines himself to fresh matter introduced by the amendment. Proposer empowered to speak on an amendment.

34. Amendments shall be put to the vote in the reverse order in which they have been moved, viz., the last amendment shall be put to the meeting first and, if that is carried, all the proposed amendments and the original proposition fall to the ground. The amendment so carried must then be again moved as the substantive proposition. If the last amendment is not carried the amendment moved immediately before shall be put to the vote and so on, the original proposal being the last to be put. Voting on amendments.

35. (i) All votes in full session will be taken in accordance with the voting power of each railway except as hereinafter provided. Votes.

(ii) In committee a single vote will be taken for each railway represented. In case of an equality of votes the Chairman shall give his casting vote. Votes in Committee.

(iii) Voting may be by show of hands or by voting papers as decided by the President but when the result of the show of hands is declared by the President any member may demand that the votes shall be again taken by voting papers. Voting slips, etc.

36. A motion or amendment shall not be withdrawn except with the consent of the President and of the meeting. Withdrawal.

CHAPTER VI.

Settlement of disputes re : interpretation of Association Regulations.

37. (i) A railway desiring to submit a question of dispute arising out of the interpretation of rules or regulations to the Association for decision shall give notice to the other railway or railways concerned of its intention to do so. After such notice the railways concerned shall submit a joint statement or individual statements to reach the General Secretary within one month of receipt of such notice by the railway or railways claimed against. In the absence of such joint statement, or individual statements action on the statement of the railway giving the notice will be proceeded with. The President shall decide whether the question should be referred for report to a Section or Committee before being referred to the Standing Committee whose decision, if carried by the requisite majority of votes, shall have the force of an Association regulation and shall be recorded in its proceedings. Procedure.

(ii) In the absence of the requisite majority of votes the question shall be placed on the Agenda of a meeting of the Association and if the requisite majority of votes is not then obtained the question shall, as between the railways concerned, be decided by reference to the Board of Conciliation unless those railways by mutual consent accept the opinion of the majority of the meeting.

CHAPTER VII.

Sections and Advisory Committees.

38. A Section shall consist of one officer nominated by each railway, their names or designations being notified in the proceedings of the autumn meeting of the Association. Constitution of Sections.

39. Any officer duly accredited by his railway member shall be permitted to take part in discussions provided that only one representative of a railway shall vote at a Section meeting.

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ANNEXURE TO RESOLUTION No. 22.

Functions of Sections.

40. Each Section shall—

- (i) dispose of business referred to it by the President;
- (ii) elect by name a Chairman for the ensuing calendar year;
- (iii) select by name the Chairman and Members of its Committees;
- (iv) submit to the Association its proceedings and budget if required and to the President a programme of subjects recommended for discussion.

41. The Chairman shall exercise functions 40 (i) and (iii) when the Section is not in session and shall have power to obtain the views of the Section by correspondence.

42. Votes by correspondence shall have the same force as votes at meetings.

Meeting

43. Each Section shall hold at least one meeting a year. Meetings shall be held between 1st November and 10th July.

Chairman.

44. A meeting of a Section or an Advisory Committee shall be convened by the Chairman.

45. Should the Chairman or any Member of a Section vacate his appointment or be absent on leave, his place shall be taken by his successor or *locum tenens*.

Vacancies.

46. Should a vacancy of a Chairman or Member of a Section-Committee or Advisory Committee occur it shall be filled on the nomination of the Chairman of the Section or the President as the case may be.

47. Should a Chairman of a Section, Section-Committee or Advisory Committee be unable to attend a meeting the members shall elect one of their number to be Chairman of that meeting.

48. Should a Member of a Section be unable to attend a meeting he may nominate an officer of his railway to represent him.

Points of order.

49. The Chairman of a meeting shall preserve order and all points of order shall be decided by him, no discussion thereon being allowed.

Order of business.

50. The Chairman shall have power to regulate or alter the order in which business shall be transacted but, unless ordered otherwise, the business of the meeting shall be conducted in the order prescribed in the Agenda. The Chairman may adjourn without discussion or vote any meeting or business to any future day or part of the same day.

Voting.

51. In voting in a Section each member present shall have one vote subject to provisions of Regulation 39. When votes are equal the Chairman shall have an additional or casting vote.

Quorum.

52. The quorum shall be—

Section other than Medical and Electrical—11 persons.

Medical Section—6 persons including representatives of not less than 4 Class I railways.

Electrical Section—6 persons.

Advisory Committee—2/3 of its personnel.

Agenda.

53. The Agenda of each Section meeting shall be prepared by the General Secretary. It shall contain a brief history of such subjects as have been previously dealt with and shall reproduce previous resolutions and shall be circulated to the members of the Section not less than six weeks before the meeting.

CHAPTER VIII.

Interchange Committees.

Audit and Accounts, Commercial, Operating.

Constitution.

54. The Audit and Accounts Committee shall consist of ten representatives from the Audit or Accounts Departments of railways and the Director of the Railway Clearing Accounts Office *ex-officio*.

55. The Commercial Committee shall consist of ten representatives from the Traffic or Commercial Departments of railways.

56. The Operating Committee shall consist of eleven officers, *i.e.*, ten representatives from the Mechanical or Transportation or Traffic Departments of railways of whom not less than 4 shall be officers with Locomotive and Carriage experience and the Chairman of the Mechanical Section *ex-officio*.

Functions.

57. The Interchange Committees shall dispose of business referred to them by the President. The Commercial Committee shall also :—

- (i) consider and recommend alterations or additions to the General Classification of Goods;

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- (ii) examine and make recommendations on proposals affecting rates and conditions and all matters tending towards uniformity and simplification of the tariffs ;
- (iii) consider and recommend alterations or additions to the General Rules for Goods and Coaching traffic, including Military traffic and Railway materials.

58. Members of an Interchange Committee shall serve for two years from 1st April following election at the termination of which period they will retire but will be eligible for re-election at the autumn meeting of the Association. Term of membership.

59. Each Interchange Committee shall elect either at a meeting or by letter-ballot their Chairman, Chairman and Vice-Chairman who shall hold office for the calendar year.

60. Should the Chairman or Vice-Chairman of an Interchange Committee vacate his railway appointment or proceed on leave for more than six months the Committee shall elect a successor. During absence of the Chairman for not more than six months his duties shall be performed by the Vice-Chairman.

61. A vacancy caused by a Member of an Interchange Committee retiring from railway service or proceeding on leave for more than six months shall be filled by the Committee electing a new Member who shall hold office until the next autumn meeting of the Association. Vacancies of Members. The Member causing the vacancy shall notify the General Secretary as early as possible.

62. In the election of Members and filling of vacancies due regard shall be given to geographical representation of all railways.

63. Meetings of an Interchange Committee shall be convened by the Chairman as often as he may consider necessary but not less than once a year. Notice of the same shall be sent by the General Secretary to each Member and each railway as early as possible and the Agenda shall be sent to Members not less than one month before the meeting. Meetings.

64. The quorum of each Interchange Committee shall be six persons.

Quorum.

65. The Chairman shall have power to—

(i) regulate or alter the order in which business shall be transacted, but unless otherwise ordered, the business of the meeting shall be conducted in the order prescribed in the Agenda ; Powers of Chairman.

(ii) adjourn without discussion or vote any meeting or business to any future day or part of the same day ;

(iii) preserve order and all points of order shall be decided by him, no discussion thereon being allowed ;

(iv) obtain the views of the committee by correspondence ; a vote obtained in this way shall have the force of a resolution of an Interchange Committee.

66. The business at meetings shall be conducted generally in accordance with the regulations in Chapter V. Conduct of business.

67. Voting shall be by show of hands. In committee each member shall have a single vote. In case of an equality of votes the Chairman shall have an additional or casting vote. Voting.

68. An Interchange Committee shall have power to co-opt additional members but such additional members shall have no power to vote. Co-option of additional members.

69. An Interchange Committee shall have power to refer questions to sub-committees elected from among their number including co-opted members. Sub-committees.

70. Members may, if time permits, at the discretion of the Chairman, bring forward subjects for informal discussion received too late for official sanction. Informal subjects.

71. When an Interchange Committee recommend the rejection of a proposal they shall give reasons for such rejection. Rejection of proposals.

72. An estimate of expenditure, if any, for the ensuing financial year shall be submitted by the Chairman to the General Secretary not later than 31st July for inclusion in the budget of the Association. Expenditure.

73. All expenditure incurred in connection with the Committees shall be charged against the Association.

74. No expenditure shall be incurred by a Committee without the prior sanction of the Association communicated in writing by the General Secretary. Sanction for expenditure.

Regulations special to the Commercial Committee.

75. No alteration or addition in the General Rules contained in the General Classification of Goods and the Coaching Tariff published by the Association may be made until it has been approved by the Commercial Committee and no alteration or addition may be made in the Classi- Procedure.

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fication of Goods or in rates or conditions laid down by the Railway Board until it has been approved by the Commercial Committee and the Railway Board whose approval shall be applied for by the General Secretary.

76. All applications for :—

- (i) changes in class as printed in the General Classification of Goods ;
- (ii) classification of new commodities ;
- (iii) changes in the General Rules contained in the General Classification of Goods, the Coaching Tariff, Military Traffic and Railway material Rules ;

shall be submitted to the General Secretary who will obtain the recommendations of the Commercial Committee.

77. On subjects of minor importance pertaining to the General Classification of Goods, the Coaching Tariff, the Red Pamphlet and the Military Traffic Rules, the Commercial Committee's recommendations shall be notified and given effect to forthwith subject, as regards changes in the classification of goods, to the Railway Board's approval having been obtained by the General Secretary.

78. The President shall decide on a reference from the General Secretary whether a subject, is of minor importance within the meaning of this regulation but this shall not affect a railway's right to dissent under Regulation 81.

79. The recommendations of the Commercial Committee shall be circulated to the heads of Commercial or Traffic Departments of Railways for confirmation. A railway not replying to this reference within 40 days of date of issue will be assumed to have consented to the recommendations.

80. In the absence of dissent from any railway the General Secretary shall proceed to take action.

81. In the event of dissent being received from any railway and the Commercial Committee being unable to obtain unanimity, the subject must be referred to the Standing Committee.

82. In the event of new traffic being offered which requires classification and in other cases of urgency from the point of view of the railway applying, a railway requiring classification or re-classification may apply by telegram to the General Secretary who shall advise railways concerned by telegram, and in absence of any objection being received within 7 days he shall obtain the Railway Board's provisional sanction and classify or re-classify the commodity tentatively for confirmation at the next meeting of the Commercial Committee. The cost of all telegrams despatched by the General Secretary shall be debited to the railway making the application.

83. The General Secretary shall issue from time to time a printed summary of all change made in the tariffs, etc., issued by the Association.

84. If a ruling is desired as to the meaning of the General Rules for Coaching or Goods traffic, etc., or of the classification or any decision as to analogous articles or the proper classification of articles not provided for the General Secretary shall, on application by the railway concerned and after reference if necessary to other railways, obtain the ruling of the Commercial Committee. Such ruling shall be included in the proceedings of the Committee for confirmation of the Association.

CHAPTER IX.

Rolling Stock Claims Arbitration Committee and Traffic Claims Arbitration Committee.

85. The dates of meetings of the Committees shall be fixed by the Chairman. At least one month's notice shall be given to each member of the date of an intended meeting accompanied by an Agenda containing the statements of parties interested. Except by the unanimous consent of a Committee the cases shall be decided in the order in which they appear in the Agenda.

86. All notices and statements in connection with cases submitted to an Arbitration Committee shall be sent by Imperial Post, Registered.

87. Cases for disposal by an Arbitration Committee shall be decided only by a meeting and their award shall in every respect be binding on the railways concerned.

88. Three disinterested Members of a Committee shall form a quorum. Parties interested in a case are not members of a Committee during the disposal of that case.

89. The Chairman and each Member shall have one vote. If the votes are equally divided in any case, the Chairman shall have an additional or casting vote ; in the event of the Chairman himself being interested in a case before a Committee, another Chairman shall be temporarily elected from the remaining Members.

Notification of recommendations of minor importance.

Reference to Railways.

Dissent.

Standing Committee to vote when Committee is at variance.

Urgent classifications.

Advice of alterations in tariffs, etc.

Interpretations.

Meetings.

Notices.

Awards.

Quorum.

Voting.

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90. The Chairman shall have power to call for any original records in cases sent up for reference to a Committee or for any information bearing directly or indirectly upon such cases. Records.

91. The issues in each case shall be framed by the Committee and together with the decision thereon, recorded in the proceedings. Such issues shall be framed from the facts of each case as accepted by the committee by which the award is made. Issues.

92. Where a principle is involved which may be used as a precedent, a short statement of principles facts with the decision of a Committee shall be recorded.

93. (i) A total fee of Rs. 200 shall be charged for each case submitted for arbitration. Fees.

(ii) In the event of any one or all the parties to an arbitration agreeing to withdraw from arbitration not less than one month before the notified date of meeting of the Committee, half the fee only shall be payable.

(iii) The full fee shall be paid in all cases not withdrawn not less than one month before the notified date of meeting of the Committee.

(iv) The fee paid in each case shall be debited to the disputing railways in such portion as may be decided by the Committee. In cases which go to arbitration the fees paid shall be credited in the proportion of 25 per cent. to the Association and 75 per cent. to the Arbitrators and Secretary. In cases withdrawn the fees paid shall be credited to the Association.

Regulations special to the Rolling Stock Claims Arbitration Committee.

94. The Operating Committee shall constitute the Rolling Stock Claims Arbitration Committee. The Chairman of the former shall *ex-officio* be Chairman of the latter. Constitution.

95. The functions of the Committee are :—

Functions.

(i) at the instance of either party or parties concerned, the determining of the liability of railways for any money claim amounting to not less than Rs. 50 or more than Rs. 5,000, which one or more railways may have against another railway or railways arising out of damages to rolling stock provided that details showing how the claim is arrived at are furnished by the railway making the claim. A claim aggregating more than Rs. 5,000 on the one issue shall not be split up and submitted for arbitration under this regulation.

(ii) the determining of money claims, amounting to not less than Rs. 50 or more than Rs. 5,000, which one or more railways may have against another railway or railways, which may, with the mutual consent of all the parties concerned, be referred to the committee for an award.

96. (i) In any case when one railway has intimated a claim under Regulation 95 which the other railway or railways interested dispute, it shall be incumbent on the railway intending to claim arbitration to give notice of such intention to the railway or railways concerned and also to the General Secretary furnishing to the latter a statement of their case. Procedure.

(ii) It shall be incumbent on the railway receiving such notice to submit to the General Secretary a statement of its case. The Committee may discuss and decide a case as soon as the statements of all concerned are available and not later than at their first meeting after the expiry of 2 months from the date on which a claim has been submitted under clause (i), when the Committee shall dispose of the case on the statements before them.

97. All complete final statements of cases submitted for decision under Regulation 95 must reach the Secretary at least 30 days before the date of a meeting or the case will not be placed on the Agenda for that meeting. Supplementary statements shall not be admitted unless called for by the Chairman. Time limit.

Regulations special to Traffic Claims Arbitration Committee.

98. The Commercial Committee shall constitute the Traffic Claims Arbitration Committee. The Chairman of the former shall *ex-officio* be Chairman of the latter. Constitution.

99. The functions of the Committee are :—

Functions.

(i) at the instance of either party or parties concerned, the determining of the liability of railways for any money claim amounting to not more than Rs. 5,000 which one or more railways may have against another railway or railways, arising out of claims for compensation by the public and for freight, legal or other expenses connected therewith provided that details showing how the claim is arrived at are furnished by the railway making the claim.

A claim aggregating more than Rs. 5,000 on the one issue shall not be split up and submitted for arbitration under this regulation.

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(ii) the determining of money claims amounting to more than Rs. 5,000, which one or more railways may have against another railway or railways, which may, with the mutual consent of all the parties concerned, be referred to the Committee for an award.

(iii) at the instance of either party or parties concerned the determining of liability in case of disputes between railways in regard to freight, haulage, hire or penalty charges involving amounts not exceeding Rs. 5,000 subject to the condition in clause (i) that a claim may not be split up.

Procedure.

100. When one railway has intimated a claim under Regulation 99, clauses (i) and (iii), which the other railway or railways interested dispute, it shall be incumbent on the railway intending to claim arbitration to give notice of such intention to the railway or railways concerned, in the form printed as Annexure A and at the same time furnish to the Secretary a copy of such notice. Within one month from issue of such notice the railway or railways concerned shall either accept liability for the claim or the case will be submitted to arbitration. In the latter event each of the railways concerned shall within three months from the date of the original notice submit a statement of its case to the Secretary. Failing receipt of any statement, within the period specified it will be time-barred and will not be admitted.

101. Supplementary statements will not be admitted unless called for by the Committee.

102. The General Secretary shall on receipt of the statements referred to in Regulation 100 supply a printed copy to each Member of the Committee.

103. The Committee may discuss and decide a case as soon as the statements of all concerned are available and not later than at their first meeting after the expiry of four months from the date on which a railway has claimed arbitration under Regulation 100 when the Committee shall dispose of the case on the statements before them.

104. For cases submitted under Regulation 99 (ii) the procedure laid down in these regulations, so far as it applies, shall be followed.

Time limits.

105. A case under Regulation 100 must be referred within a period of six months from the date on which it would have been time barred under the Association's Regulations. When suits are instituted against a railway or railways, the time limit for submission of such to arbitration will be six months from the date on which final judgment is delivered or 18 months from the date on which the entry giving rise to the claim is made in the division sheet, whichever period is longer. No claim submitted after the expiry of the prescribed period can be entertained by the Committee except by the mutual consent of the parties concerned.

CHAPTER X.

The Board of Conciliation.

Functions.

106. The functions of the Board of Conciliation (hereinafter designated the Board) are the determination, settlement and adjustment of disputes and differences other than those which can be dealt with by the Rolling Stock Claims Arbitration and Traffic Claims Arbitration Committees :—

(i) between railways ;

(ii) between railways and the Government of India, any carrying Company with which any railway may have through booking arrangements, a Port Trust, Municipality or any similar public body (all of whom are hereinafter designated party or parties) ;

on matters governed by the regulations of the Association or any other matters not falling within the provisions of a contract between a railway and the Secretary of State for India, which the President may decide to be matters for submission to the Board.

Scope of Award.

107. An award of the Board shall not bind or be taken as a precedent against any body or person other than the parties who have applied for the arbitration and have specifically agreed to abide by the Board's award.

Constitution.

108. The Board shall consist of such Arbitrator or Arbitrators and, if necessary, Umpire as may be nominated in writing by the President from among the officers of railways. In making such nomination the President as far as possible shall select persons having a practical knowledge of the subject or the matter in question and not interested in the dispute. If any Arbitrator or Umpire for any reason is unable to act the President may appoint a new Arbitrator or Umpire in his stead in like manner and such appointment shall be notified to the parties concerned.

Secretarial work.

109. The General Secretary shall :—

(i) receive submissions, references or applications to the Board and payment of fees and costs ;

ANNEXURE TO RESOLUTION No. 22.

- (ii) issue the necessary notifications to Arbitrators, Umpire and parties;
- (iii) maintain a record of cases and awards;
- (iv) ensure the observance of these regulations for the conduct of arbitrations.

110. The parties desiring arbitration shall submit to the General Secretary an application *Procedure.* (hereinafter designated reference) setting forth in precise terms the issues upon which arbitration is desired together with an undertaking that they will in all things abide by and obey the award of the Board from the date of its promulgation or such other date as may be mentioned therein. The parties if they so desire may request that the case be adjudicated by a single Arbitrator.

111. On receipt of a reference and prescribed undertaking the General Secretary shall apply to the President to nominate the Board and thereafter the arbitration shall be conducted in accordance with the following regulations:—

- (i) All parties to the reference shall, within one month of the receipt of the notice of the appointment of the Board, send in duplicate to the General Secretary for submission to the Board a statement of their case.
- (ii) All parties to the reference shall, subject to the provisions of any law for the time being in force, submit to be examined by the Board in relation to the matters in dispute and shall, subject as aforesaid, produce before the Board all books, deeds, papers, accounts, writings and documents within their possession or power respectively, which may be required or called for and do all other things which during the proceedings on the reference the Board may require.
- (iii) No party to a reference shall, without express permission of the Board, be entitled to appear in person or by Counsel, Attorney or other Advocate or Adviser, before the Board or insist on or require the Board to hear or examine witnesses or receive oral or documentary evidence but the Board at their discretion may, through the General Secretary, require the parties, with or without witnesses, to attend before it to be examined.
- (iv) The Board shall proceed with the reference in the absence of any party who being permitted and being desirous to attend shall, after due notice, refuse or neglect to attend without having previously satisfied the Board that reasonable and sufficient excuse exists for such absence.
- (v) The Board may by the award order and determine what it shall think fit to be done by either of the parties respecting the matters referred.
- (vi) The parties shall do all acts necessary to enable the Board to make a just award and shall not wilfully do or cause or allow to be done any act to delay or prevent the Board from making an award and if either party shall do or cause to be done any act to delay or prevent the making of an award, that party shall pay to the other such costs as the Board shall deem reasonable.
- (vii) The parties shall pay as and when demanded all fees, charges and expenses incidental to the hearing and award of any reference. The amount of the fee shall in each case be settled by the President in consultation with the Board.
- (viii) The Board may at its own instance at any time or times before making a final award, consult, refer to and act on and adopt the advice, recommendations or suggestions of any committee or sub-committee of the Association having or exercising special jurisdiction or powers relating to the particular matters concerned in the reference or of any experts and may also, at the expense of the parties, consult and adopt the advice of solicitors or counsel upon any question of law, evidence, practice or procedure arising in the course of the reference.
- (ix) The Board shall make its award in writing within one month of receipt of the written statements referred to in clause (i) above or on or before any later day to which the Board, by any writing signed by it, may from time to time enlarge the time for making the award.
- (x) If the Arbitrators have allowed the time or extended time to expire without making award or have signified to the General Secretary or to the Umpire that they cannot agree, the Umpire may forthwith enter upon the reference. He shall be at liberty to act upon the evidence taken by the Arbitrators or he may, at his discretion, re-hear the parties and witnesses, if any, or receive fresh evidence.
- (xi) The Umpire shall make his award within one week after the original or extended time appointed for the making of the award of the Arbitrators has expired or on or before any later day to which the Umpire, by any writing signed by him may, from time to time, enlarge the time for making his award.

APPENDIX C.]

ANNEXURE TO RESOLUTION No. 22.

- (xii) Neither of the parties shall bring or prosecute any suit or proceeding whatever against the Arbitrators or Umpire severally or collectively for or in respect of the matters in dispute (save for the enforcement of the award) against the other party.
- (xiii) The Indian Arbitration Act, 1899, so far as the provisions thereof are not inconsistent with these rules, shall apply to all references to the Board.
- (xiv) The cost of the reference and award including fees payable to Arbitrators and Umpire as settled in clause (vii) above shall be at the discretion of the Board which may direct to and by whom and in what manner and in what proportion such costs or any part thereof shall be borne and paid and may tax and settle the amount of costs to be so paid or any part thereof and may award costs to be paid as between Solicitor and client.

Forms of submission.

112. All Contracts or Agreements which provide for or contemplate a reference to arbitration under these regulations for the settlement of future differences or disputes relating to, or arising thereout, shall ordinarily contain a submission in, or to the effect of *form A annexed to these regulations, and where disputes, as above mentioned, arise otherwise than under such a contract or agreement, the submission shall ordinarily be in or to the effect of *form B annexed to these regulations.

Notices.

113. All notices required by these regulations to be given shall be in writing, and shall be sufficiently given if left at the last known place of abode or business of the party to whom the notice is addressed, or if sent by post prepaid, addressed to him by name at such place of abode or business and is not returned through the post undelivered and shall, if sent by post, be deemed to have been given at the time at which the latter would, in the ordinary course, be delivered.

Award.

114. In cases where the Board shall consist of a plurality the decision of the majority shall be deemed and taken as the decision of the Board.

115. The decision or award of every Board shall be prepared by the General Secretary and signed by a majority of the Arbitrators or by the Umpire and by the General Secretary. In the event of the Board consisting of one Arbitrator only, the award of the Board shall be signed by such Arbitrator and by the General Secretary. When completed a copy of the award shall be sent by the General Secretary to each of the parties but the names of the Arbitrators shall not ordinarily be disclosed and such non-disclosure shall not affect the award.

*See Annexure B.

(See Chapter IX, Regulation 100).

To _____ Railway.

-Dated-----193 .

Invoice No. _____ Dated _____ 193
Way Bill No. _____

Station from: _____

Station to _____

Description of goods_____

Risk Note held_____

Accounted for in Division Sheet for week
ending_____

Reference to previous correspondence—

Amount of claim

A copy of this notice has been sent to the General Secretary.

Details of the claim _____

Yours faithfully,

ANNEXURE B TO APPENDIX C.

ANNEXURE B.

(See Chapter X, Regulation 112).

FORM A.

All disputes relating to this Agreement shall be referred to the Indian Railway Conference
Contract
 Association to be determined in accordance with the regulations for the time being for the
 conduct of arbitration.

FORM B.

MEMORANDA OF AGREEMENT made this _____ (date) between
 (insert names and addresses).

WHEREAS disputes have arisen between the above parties, that is to say (state
 precisely matters in dispute).

It is hereby agreed as follows :—

The said matters in dispute are hereby referred to the Indian Railway Conference
 Association to be determined in accordance with the regulations for the time
 being for the conduct of arbitration.

APPENDIX D.

ANNEXURE TO RESOLUTIONS Nos. 31 to 33.

Report of Sub-Committee No. 1 appointed under Resolution No. 2 of October 1934.

MEMBERS :

Sir PERCY ROTHERA ..	..	S. I. Railway (<i>Chairman</i>).
Mr. A. N. J. HARRISON ..	..	B. B. & C. I. Railway.
Mr. L. WILSON ..	..	G. I. P. Railway.
Lt.-Col. R. H. STALLARD ..	..	M. S. M. Railway.
Mr. R. L. BLISS ..	..	A. B. Railway.
Mr. J. FEARFIELD ...	..	Bk. S. Railway.
Mr. J. D. WESTWOOD ..	..	B. & N. W. Railway.
Mr. B. M. CROSTHWAITE ..	..	Burma Railways.
Mr. V. E. D. JARRAD (for Subject No. 24)	..	B. N. Railway.

SUBJECT No. 5.

Division of technical subjects as between the I. R. C. A. and the Central Standards Office.

This Sub-Committee have examined the subject above referred to and beg to report as follows :—

1. They accept the unanimous resolutions of the various Sections as to the division of subjects between the I. R. C. A. and the Central Standards Office.
2. They support the suggestion contained in the resolution of the Electrical Section to the effect that the time has now arrived for the formation of an Electrical Standards Committee.

3. They agree with the suggestions made by various Sections that the Section itself should have some say in the personnel of its Standards Committee.

4. They consider that the procedure with regard to the disposal of the recommendations of the Engineering Standards Committee as recommended by the Engineering Section should apply to all Standards Committees.

They therefore put forward the following resolution for the consideration of the Conference :—

- (i) That the division of all technical subjects as between the Association and the Chief Controller of Standardisation should be, broadly speaking, operation to the former and design to the latter it being understood that the term "design" relates only to I. R. Standards.
- (ii) That the issue of orders on the recommendations contained in the reports of the various Standards Committees should be deferred until such reports have been considered by the appropriate Section of the Association and that, for this purpose, it is requested that all Standards Committees should meet early enough to ensure their reports being in the hands of the members of the Sections concerned not later than two months before their meetings.
- (iii) That as there are separate Standards Committees for Civil Engineering, Locomotive, Carriage and Wagon and Signal and Interlocking matters and as Electrical Engineering on railways is advancing rapidly and developments are continually taking place, the time has come for the formation of an Electrical Standards Committee.
- (iv) That each Standards Committee should consist of 4 or more members of whom normally not more than 2 should be new members.
- (v) That in order to ensure continuity and the selection of the most suitable officers, the Association be given an opportunity of making suggestions as to the personnel of all Standards Committees.
- (vi) That the General Secretary be directed to forward a copy of this resolution to the Railway Board for their consideration.

APPENDIX D.]

ANNEXURE TO RESOLUTIONS Nos. 31 to 33.

SUBJECT No. 17.

To approve of the audited expenditure of the Indian Railway Conference Association for the financial year 1933-34, and estimate of expenditure for the financial year 1935-36.

A. Conference Branch.

B. Interchange Branch including Neutral Control.

(Mr. P. C. Chaudhuri, Director, Railway Clearing Accounts Office, was co-opted for this subject).

A.—Audited expenditure for the year 1933-34.

The Sub-Committee examined the accounts in detail and have no alterations to propose nor are there any items which call for special comment.

As compared with the expenditure for 1932-33 there is only a trifling excess of Rs. 2,947 and from statement A on page 114 it will be seen that the Conference expenditure has remained practically constant during the 4 years since 1930-31 when it amounted to just over Rs. 4.00 lakhs, the expenditure for 1933-34 being just under that figure.

As compared with the Budget the expenditure shews a saving of Rs. 34,578 which is mainly due to provision of a gratuity for Mr. C. V. Bliss (Rs. 19,600) not having been utilised. Detailed explanations are given on page 125.

B.—Estimate of expenditure for the financial year 1935-36.

The Budget estimate for 1935-36 is pitched at Rs. 4,50,300 or an increase of Rs. 59,000 over the actuals for 1933-34 and a decrease of Rs. 10,000 as compared with the revised estimate of 1934-35. The chief items contributing to the increase of Rs. 59,000 are :

- (i) Restoration of 5% cut in salaries.
- (ii) Provision for a Neutral Umpire at Katni Murwara.
- (iii) Annual increments to the staff.
- (iv) Provision of a sum of Rs. 1,000 for reporting meetings of Sections.

This last item is due mainly to the revival of the Engineering Section.

The accounts for 1933-34 see the end of the procedure under which the Conference Branch was debited with the entire joint expenditure, *i.e.*, that pertaining to other branches and relieved by contributions from those branches. From 1934-35 each branch will be debited merely with its own share. This method simplifies the examination of the accounts considerably—also a revised estimate for the year 1934-35 has been started for the first time and has been of considerable assistance.

The Sub-Committee suggest that in order to obtain a clearer perception of the rise or fall in expenditure between the current and previous years and to assist in the examination of the Budget for the coming year, explanations should be provided for the difference between :

- (i) the revised estimate of the current year and the actual expenditure of the previous year ;
- (ii) the Budget estimate of the coming year and (a) the revised estimate of the current year, and (b) the actual expenditure of the previous year.

At present an explanation is given only of the differences between the Budget estimate of the coming year and the Budget estimate of the current year which may be omitted.

The Sub-Committee also notice that no head has been provided for contingent expenditure. As the Conference Association is merely a spending organisation, a provision for contingent expenditure seems desirable instead of providing funds under detailed heads for doubtful expenditure and the Sub-Committee, therefore, suggest that provision for contingent expenditure should be made with effect from 1936-37 to avoid disturbing the Budget for 1935-36.

ANNEXURE TO RESOLUTIONS Nos. 31 to 33.

The Sub-Committee therefore propose the following resolution :—

- (i) That the audited expenditure for the year 1933-34 of the Conference Branch (Rs. 62,290), the Wagon Interchange Branch (Rs. 1,17,728), the Neutral Control Headquarters (Rs. 55,111) and the Neutral Control Junctions (Rs. 1,56,193) as shewn in the statement A on page 114 be approved.
- (ii) That the estimated expenditure for the year 1935-36 of (1) the Conference Branch of Rs. 79,700, (2) the Wagon Interchange Branch of Rs. 1,36,700, (3) the Neutral Control Headquarters Branch of Rs. 67,900 and the Neutral Control Junctions of Rs. 1,66,000 as shewn in statement 1 on page 126 be sanctioned.

SUBJECT No. 24.

Proposed revision of General Classification of Goods.

I. The Sub-Committee, assisted also by the Commercial Committee, have fully examined the report of the Special Committee appointed in pursuance of Resolution No. 29 of the 1933 Conference. This report shews the great volume of matter which the members of that Committee consider would be required in order to answer the original 7 questions enunciated in Railway Board's letter No. 3310-T., dated the 18th April 1933. Having studied this report in great detail and after considerable discussion on each of the proposals made, this Sub-Committee are of opinion that replies to the majority of the Railway Board's questions should be based on principle rather than on statistical information.

II. The compilation of the statistics recommended by the Special Committee will be costly and their preparation, subsequent study and analysis will require considerable time and this Sub-Committee are of opinion that the results desired can be achieved more expeditiously and by simpler methods. In many cases where principle and policy are involved, we consider that the accumulated experience of a Committee of Commercial Managers would give as sound and as accurate a forecast as would be obtainable from a volume of collected statistics. In the end, the majority of such decisions must of necessity be arbitrary and must conform to general principles.

III. To enter upon the work of compiling and analysing the costly mass of figures, which it is recommended be obtained, before examining the objects for which they are required, and eliminating those which can best be decided on other than statistical grounds, would in the opinion of this Committee be to put the cart before the horse.

This can best be illustrated by a brief examination of the terms of reference, as given to the Special Committee.

(i) *The number of classes there should be.*—The Special Committee require the value of each commodity, though values differ over each Railway, and fluctuate considerably from time to time. In the opinion of this Sub-Committee, the present classification meets the requirements of the trade and of Railways and it is therefore unnecessary to get out the figures suggested. This Sub-Committee consider that all that is required is by the interpolation of additional classes between the existing classes to afford greater elasticity than exists at present. The transfer of commodities from the present classification to these additional classes need be made only when a demand occurs and to accord with changing trade conditions. Such transfers will present no difficulty or dislocation as commodities would then remain approximately at the same level as at present. The number of interpolated classes should, it is considered, be decided by a Committee of Commercial Managers in consultation with Railways.

The extent to which commodities are carried in bulk does not affect the classification.

(ii) *Maximum and minimum rates for each class.*—This Sub-Committee consider that the information asked for in paragraphs 8 (d) and (e) of the Special Committee's MEMORANDUM (WOP)

APPENDIX D.]

ANNEXURE TO RESOLUTIONS Nos. 31 to 33.

report is all that is needed for an examination of this question. These paragraphs read as follows :—

8. (d) The Committee also recommend that railways should compile statements shewing the cases in which minimum rates have been quoted, noting against each the reason for the quotation, *e.g.*, whether on account of inter-railway competition, for the purpose of retaining to the railway traffic which might otherwise have been diverted to the road, river or other means of transport, or merely to foster traffic. In all such cases, except that of inter-railway competition, it may be indicated whether lower rates than those actually quoted might have been allowed, if there had been no restriction on the railway's power to vary charges below the prescribed maxima.
- (e) Railways should also state whether, apart from the effect which the prescribed minima have in the delimitation of zones in inter-railway competition, any useful purpose is served by having one minimum rate for commodities classified 1st and 2nd class and another minimum rate for all other commodities ; and whether any practical difficulties would arise if a uniform minimum rate were prescribed for all commodities irrespective of their classification.

(iii) *Whether class rates should be on a telescopic basis, and, if so, whether they should be applicable on the local distance or on the through distance.*—This Sub-Committee consider that the preparation of statistics of any kind will not assist the settlement of this reference. There can be little doubt that the financial sacrifice by Railways on traffic carried at existing class rates if these were made telescopic would be considerable but the financial result of such a change could only be gauged by actual experiment and not from statistics. In order to maintain the present standard of revenue, the initial zone rates would require to be so high as to be of little practical value and consequently if traffic is not to be lost to Railways, it would be necessary to quote a large number of special rates. Where scales are locally desirable, they are already provided for in schedule rates. This Sub-Committee are definitely of opinion that the adoption of telescopic class rates either locally or on through distance would not be in the interest of Railways as a whole. Moreover, it is felt that the introduction of telescopic rates on through distance would have the effect of upsetting the balance of markets, which might be to the detriment of trade.

The zone figures recommended would be interesting and useful for general purposes, but are not necessary for the discussion of this particular issue.

(iv) *Whether the assimilation of schedule rates on the various railways is practicable and, if so, whether the schedule rates should be applicable on the local distance or on the through distance.*—This is a question which bristles with difficulties. A suitable range of schedule rates to be applied mutually by contiguous railways can be arranged for, but the application of such schedules to the through distance must, it is considered, be left to the discretion of railways concerned. The zone figures suggested by the Special Committee would be of assistance in determining to what extent such schedules could be applied, and this Sub-Committee recommend their compilation but confined to the principal commodities, for which statistics are prepared for the Railway Board under the heading of General Merchandise.

(v) *Whether terminal charges should be levied and, if so, whether they should be included in the class or schedule rates or be levied separately on a scale varying with the class, commodity or conditions of carriage.*—This Sub-Committee agree with the Special Committee that this reference is one of principle to be determined on general considerations. It is considered that the levy of terminal charges is justifiable and should continue if desired by Railways. The abolition of terminals without a compensatory increase in class rates would involve a very heavy loss to Railways. The inclusion or otherwise of terminals in the rates as quoted is largely a matter of expediency and this Sub-Committee see no reason to alter present procedure. A few years ago, Railways compiled figures of terminal costs and receipts and it is considered that these figures should be a sufficient guide for any further examination of this question which may be considered desirable.

ANNEXURE TO RESOLUTIONS Nos. 31 to 33.

(vi) *Whether short distance charges should continue to be levied.*—As under present procedure these charges are optional, their continuance is a matter for individual Railways and it would appear therefore that there is no necessity for the compilation of any general statistics.

(vii) *Whether some degree of uniformity in transhipment charges is feasible.*—This reference does not appear to call for the voluminous statistics suggested by the Special Committee. A comparison of the charges made by various Railways with the reasons therefor would permit of a decision on the degree of uniformity obtainable. It is, however, considered extremely doubtful if anything like uniformity will ever be obtainable as such charges should bear some relation to the actual costs which must of necessity vary in different localities.

(viii) *What the difference should be between rates applicable at railway risk and rates applicable at owner's risk.*—It is felt that this might be settled arbitrarily as the figures ascertainable from claims statistics would be totally unsuitable for the fixing of actuarial risks.

It is suggested that the difference might be based on a uniform percentage but before coming to a decision on this point, it is recommended that the procedure adopted in other countries should be ascertained as suggested in paragraph 14 (a) of the Special Committee's report, as quoted below :—

14. (a) The Committee suggest that the General Secretary, Indian Railway Conference Association, should arrange to obtain particulars of the procedure adopted in Great Britain, Canada, South Africa, Germany and Japan in determining the differences between rates applicable at owner's risk and rates applicable at railway risk, and of the extent of these differences.

(ix) *Other points in connection with the simplification or improvement of the classifications.*—This Sub-Committee agree with proposals (a) and (b) in paragraph 15 of the report of the Special Committee, as quoted below :—

15. (a) *Rates for traffic normally carried in wagon loads, but which, owing to various causes, cannot be weighed on hand scales* and therefore necessitates the use of weigh bridges, and which moreover cannot in some cases be loaded up to the marked carrying capacity of the wagon used.

The possibility of such traffic being carried on a " floor area " basis would perhaps have to be considered as offering an equitable solution of the difficulties that arise in this respect. The Committee understand that all broad gauge wagons are now marked to indicate the floor area. They recommend that railways should prepare a statement shewing for each gauge :—

(i) the number of wagons—both covered and open (excluding vehicles such as rail carriers)—of each type and its floor area.

(ii) the average weight of each commodity of the kind under reference that can be loaded per square foot :—

(i) in covered stock.

(ii) in open stock.

(b) *The applicability of the forwarding railway's conditions through to destination.* Under rule 65 of the Indian Railways General Classification of Goods and General Rules, the conditions in force on the forwarding railway apply in through booking to destination in regard to, *inter alia*, the minimum weight condition. The Committee understand that, in certain cases, this condition operates to the prejudice of railways who notify a comparatively high minimum weight condition for rates quoted on a lower basis than that ordinarily applicable. This minimum weight condition is rendered practically inoperative when a forwarding railway quotes an appreciably lower minimum weight condition in connection with its rate. The Committee, therefore, recommend that railways should submit memoranda explaining such objections as they may have to the retention of the rule in question in its present form.

(x) *Whether it is practicable to compile statistics to indicate the financial effect of booking all traffic by the shortest route and, if so, what these statistics should be.*—As regards the practicability of compiling statistics to indicate the financial effect of booking all traffic by the shortest route, this Sub-Committee consider that such statistics would be of no value. In theory the idea is excellent but it is considered that the routing of all traffic by the shortest route is not at the present time a practicable proposition.

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ANNEXURE TO RESOLUTIONS Nos. 31 to 33.

Recommendations.—This Sub-Committee would like to express appreciation of the work that has been done by the Special Committee and of the excellence of their report. They feel, however, that the terms of reference presuppose an entirely new classification rather than a simplification of the existing one. The principles on which the existing tariff has been built are the result of long experience and experiment and are fundamentally sound. They consider that what is called for is the maximum of simplification with the minimum of revision and this, it is thought, can best be achieved by the examination by individual railways or groups of railways of their exceptions and peculiar conditions, with the object of their elimination. It is suggested that the Calcutta group of railways initiate this by an examination of their present rating conditions and peculiarities with the view of suggesting, out of their experience, a general method of simplification and revision which could be followed by other railways or groups of railways. It is considered that such an examination could easily and quickly be made and that it would be possible to obtain and to place definite and practical proposals on these lines before the Conference, for consideration at its ensuing session in March next.

(Signed) P. ROTHERA (*Chairman*),

„ A. N. J. HARRISON,

„ L. WILSON,

„ R. H. STALLARD,

„ R. L. BLISS,

„ J. FEARFIELD,

„ J. D. WESTWOOD,

„ B. M. CROSTHWAITE,

„ V. E. D. JARRAD.

ANNEXURE TO RESOLUTION No. 32.

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ANNEXURE TO RESOLUTION No. 32.

Audited expenditure of the Indian Railway Conference Association for the financial year 1933-34 and estimate of expenditure for the financial year 1935-36.

NOTE BY THE GENERAL SECRETARY :—

General.—

The statements of audited expenditure for 1933-34 and the budget estimate for 1935-36, submitted herewith, have been prepared in accordance with para. (4) of Resolution 30 of the 1931 Conference with slight modifications in the forms in accordance with certain suggestions made by Mr. A. N. J. Harrison who was Chairman of the Sub-Committee of the 1933 Conference which dealt with the budget passed thereat.

As required under clauses (3) and (4) of Resolution 33 of the 1933 Conference the revised estimates for the current year (1934-35) have been included and joint expenditure on General Administration has been divided directly between all branches instead of first debiting it wholly to the Conference Branch and then crediting that Branch with contributions from the other branches.

Audited expenditure for 1933-34.—

The total expenditure of all the branches of the I. R. C. A. during 1932-33 and the budgetted and actual expenditure for 1933-34 are as follows :—

<u>Actuals.</u>	<u>Budget estimate.</u>	<u>Actuals.</u>
1932-33.	1933-34.	1933-34.
Rs. 3,88,375	Rs. 4,25,900	Rs. 3,91,322

It will be seen that the actual expenditure for 1933-34 is Rs. 2,947 more than the actuals of 1932-33. This is mainly due to reduction of emergency cut in salaries from 10% to 5%.

The actual expenditure during 1933-34 is Rs. 34,578 less than that budgetted for. The detailed explanation for this is given on page 125. The decrease is mainly under provision for gratuity payment.

Budget for 1935-36.—

The budgetted amount and the revised estimate for the year 1934-35, and the estimate for 1935-36 are :—

<u>Budget estimate.</u>	<u>Revised estimate.</u>	<u>Budget estimate.</u>
1934-35.	1934-35.	1935-36.
Rs. 4,37,500	Rs. 4,60,100	Rs. 4,50,300

The excess of Rs. 22,600 between the budget sanction and the revised estimate for 1934-35 is mainly due to expenditure incurred in connection with the Goods Classification Committee, and the increase of Rs. 12,800 in the estimated amount for 1935-36 compared with the budget (less expenditure on account of General Classification of Goods) for 1934-35 is due to restoration of emergency cut in salaries, annual increments to staff, etc., vide explanation given on page 136.

In the budget for 1935-36 the strength of the establishment has not been increased except by the addition of a Neutral Umpire at Katni Murwara which has been approved by the railways concerned and sanctioned by the Railway Board. No revision in the scales of salaries has been made.

A post in the Conference Branch, graded Rs. 160—10—240, the incumbent of which has retired from 30th August 1934, has been abolished.

21 posts in the Neutral Control Junction establishment have been abolished.

The resulting decrease in expenditure is counterbalanced by increased expenditure as follows :—

- (a) Restoration of 5% cut,
- (b) Annual increments of staff,
- (c) Provision of a sum of Rs. 1,000 for reporting meetings of Sections, and
- (d) Provision to cover expenditure of Spring Conference.

Detailed explanation is shown on page 136.

ANNEXURE TO RESOLUTION No. 32.

NOTE BY THE CHIEF ACCOUNTS OFFICER, E. I. RAILWAY, ON THE ACCOUNTS OF THE INDIAN RAILWAY CONFERENCE ASSOCIATION FOR THE YEAR 1933-34.

1. The total expenditure of the Conference Association for the financial year 1933-34 was Rs. 3,91,322 as compared with Rs. 3,88,375 for the previous year 1932-33 or an increase of Rs. 2,947 made up as follows :—

	Increase.	Decrease.
	Rs.	Rs.
Conference Branch .. .. .	..	1,960
Interchange Branch	6,709	..
Neutral Control Headquarters Branch .. .. .	..	311
Neutral Control Junctions including Neutral Umpires .. .. .	..	1,491
Total	6,709	3,762
Net increase	2,947	

2. The decrease of Rs. 1,960 under the Conference Branch in 1933-34 is due to decrease under the following heads :—

	Rs.
Printing charges	2,764
Office contingencies	502
Contributions from Interchange and Neutral Control Branches	2,638
Rent	59
Miscellaneous expenses	1,125
Total decrease	7,088

and increase under :—

Salary and allowances of Gazetted Officers, and Office Superintendent	2,983
Salaries and Gratuity of Subordinate Office Establishment	959
P. F. bonus	686
Conference expenses	126
Medical Expenses	24
Prize essays	350
Total increase	5,128
Net decrease	1,960

The important variations are explained below :—

Decreases—

- (i) The decrease in Printing charges was mainly due to general economy.
- (ii) The decrease in expenditure is due to larger contributions from the Wagon Interchange and Neutral Control Headquarters Branches.
- (iii) The decrease in 1933-34 in Miscellaneous Expenses is due to the fact that Rs. 1,467 due by the Jessore Jhenidah Railway (in liquidation) was debited under this Item in 1932-33.

Increases—

- (i) The increase in salaries and allowances of Gazetted Officers and office superintend-ent was chiefly due to reduction in emergency cut in pay from 10% to 5%.
- (ii) The increase in subordinate office establishment was chiefly due to reduction in emergency cut in pay from 10% to 5% and annual increases.
- (iii) The increase in P. F. Bonus was chiefly consequent on annual increases.

APPENDIX D.]

ANNEXURE TO RESOLUTION No. 32.

3. The increase of Rs. 6,709 under the Wagon Interchange Branch in 1933-34 occurred under the following heads :—

						Increase. Rs.
Office Establishment ..	..	..	..	..	..	3,920
Gratuity of Subordinates ..	..	..	..	..	..	388
P. F. bonus ..	..	..	..	..	..	460
Joint expenses ..	..	..	..	..	..	2,812
Total increase ..						7,580

and decrease under :—

Office contingencies ..	..	..	..	..	..	434
Medical expenses ..	..	..	..	..	..	437
Total decrease ..						871
Net increase ..						6,709

The net increase was principally due to grade increase to the staff and also to increase in Joint Expenses consequent on the increased expenditure under General Administration.

4. The decrease of Rs. 311 under the Neutral Control Headquarters Branch in 1933-34 occurred under the following heads :—

						Decrease. Rs.
Officer's salary and allowances ..	..	..	..	..	..	2,301
Contingencies ..	..	..	..	..	..	444
P. F. bonus ..	..	..	..	..	..	2
Joint expenses ..	..	..	..	..	..	174
Total decrease ..						2,921

and increase under :—

Salary, allowance and gratuity of Office Establishment ..	..	..	..	..	..	2,610
Total increase ..						2,610
Net decrease ..						311

The net decrease was primarily due to the fact that leave allowance of Mr. Matcher, Neutral Control Officer for 1933-34 has been to a great extent borne by the E. I. Railway.

5. The decrease of Rs. 1,491 under the Neutral Control Junctions including Neutral Umpires in 1933-34 is detailed as under :—

					Increase. Rs.	Decrease. Rs.
Salaries, allowances, etc. ..	..	..	..	..	..	2,437
Provident fund bonus ..	..	..	..	..	946	..
Total ..					946	2,437
Net decrease ..					1,491	

The decrease in 1933-34 was mainly due to economy in the cost of labour staff.

ANNEXURE TO RESOLUTION No. 32.

NOTE BY THE DIRECTOR, RAILWAY CLEARING ACCOUNTS OFFICE ON THE REVISED ESTIMATE FOR 1934-35 AND THE BUDGET ESTIMATE FOR 1935-36.

1. The Budget estimate for the next official year 1935-36 amounts to Rs. 4,50,300/- against the Budget estimate of Rs. 4,37,500/- and Revised estimate Rs. 4,60,100/- for the current official year 1934-35 and with Rs. 3,91,322/- Actual expenditure for the previous year 1933-34. The increase of Rs. 22,600/- between the sanctioned and Revised budget estimates for 1934-35 Rs. 12,800/- between the Budget sanctions for 1934-35 and budget estimate for 1935-36 and Rs. 58,978 between the budget estimates for 1935-36 and actuals for 1933-34 are detailed below :—

	Revised budget as compared with sanctioned budget for 1934-35.	Budget estimate for 1935-36 as compared with the sanctioned budget for 1934-35.	Budget estimate for 1935-36 as compared with actuals for 1933-34.
Conference Branch	20,600	7,900	17,410
Wagon Interchange Branch ..	400	6,500	18,972
Neutral Control Headquarters Branch	600	(—) 7,100	12,789
Neutral Control Junctions including Neutral Umpires	1,000	5,500	9,807
Total ..	22,600	12,800	58,978

2. Explanations for variations between (1) Budget sanctions for 1934-35 and the Revised Budget Estimate for that year, and (2) between Budget sanctions for 1934-35 and Budget Estimates for 1935-36 for Conference, Wagon Interchange, Neutral Control Headquarters Branches, and Neutral Control Junctions including Neutral Umpires appear on pages 128, 130, 132 and 134. Attention is also invited to the last column in the comparisons made in the statement in preceding paragraph.

3. The following detailed points seem to call for consideration :—

- (a) On page 127 of the Budget for the year 1935-36 a new item of Rs. 1,000/- has been provided in the Budget of the Conference Branch for 1935-36 for reporting meetings (see item 9).
- (b) Item 10. Printing charges in the Budget of the Conference Branch for 1935-36 on page 127. A sum of Rs. 6,000/- has been provided in the Revised Estimate for 1934-35 and in the Budget Estimate for 1935-36. The actuals in 1933-34 are Rs. 3,038/- only. An examination of the details of the increase is suggested to see whether the anticipated increase in 1934-35 will be realised and whether the conditions will continue in 1935-36 also.
- (c) Item 7. Travelling and other compensatory allowances of subordinates in the Budget of the Wagon Interchange Branch for the year 1935-36, in statement III on page 129. During the years 1931-32 to 1933-34 the actuals are nil. If no definite expenditure is anticipated, it is for consideration if the provision of Rs. 900/- in the Revised Budget Estimate for 1934-35 and the Budget for 1935-36 may be deleted.
- (d) Item 21. Goods Classification Committee in the Budget of the Conference Branch at page 127. A sum of Rs. 20,400 (less Rs. 600 on account of cut) has been provided in the Revised Estimate for 1934-35.

DELHI ;

(Sd.) M. SUBRAHMANYAN,

Dated 28th August 1934.

Director,
Railway Clearing Accounts Office.

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APPENDIX D.]

ANNEXURE TO RESOLUTION No. 32.

STATEMENT A.

Summary of audited expenditure of the I. R. C. A. for the year 1933-34.

Description.	Actuals 1930-31.	Actuals 1931-32.	Actuals 1932-33.	1933-34.	
				Budget Estimate.	Actuals.
	Rs.	Rs.	Rs.	Rs.	Rs.
1. Conference Branch	76,326	65,872	64,250	69,300	62,290 (a)
2. Wagon Interchange Branch	1,36,143	1,26,153	1,11,019	1,34,900	1,17,728 (b)
3. Neutral Control Headquarters	56,574	47,856	55,422	58,700	55,111 (c)
4. Neutral Control Junctions including Neutral Umpires	1,40,175	1,54,652	1,57,684	1,63,000	1,56,193 (d)
Total ..	4,09,218	3,94,533	3,88,375	4,25,900	3,91,322

(a) For details see statement B page 115.

(b) " " C " 118.

(c) " " D " 120.

(d) " " E " 122.

For summary of explanatory notes see page 125.

Summary of total expenditure of the I. R. C. A. for the year 1933-34 as allocated to Railways.

Railways.	Conference Branch.	Wagon Interchange Branch.	N. C. Head- quarters Branch.	N. C. Junctions including Neutral Umpires.	Total share of actual expenditure borne by each Railway.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Assam Bengal	2,491 9 0	..	..	..	2,491 9 0
Assam Railways and Trading Co. (The D. S. Railway)	830 9 0	..	..	..	830 9 0
Barsi Light	830 9 0	..	..	..	830 9 0
Bengal and North Western	3,322 2 0	..	..	..	3,322 2 0
Bengal Dooars	830 9 0	..	..	..	830 9 0
Bengal Nagpur	4,152 11 0	15,857 0 0	5,488 14 0	23,511 3 0	49,009 12 0
Bengal Provincial	415 4 0	..	..	..	415 4 0
Bhavnagar State	830 9 0	..	..	..	830 9 0
Bikaner State	1,245 12 0	..	..	..	1,245 12 0
Bombay, Baroda and Central India	4,152 11 0	6,431 6 0	1,157 9 0	3,000 4 0	14,741 14 0
Bombay Port Trust	415 4 0	..	..	..	415 4 0
Burma	3,322 2 0	..	..	..	3,322 2 0
Calcutta Port Commissioners	415 4 0	..	..	..	415 4 0
Darjeeling Himalayan	415 4 0	..	..	..	415 4 0
Dholpur State	415 4 0	..	..	..	415 4 0
Eastern Bengal	3,322 2 0	8,111 4 0	..	..	11,433 6 0
East Indian	4,152 11 0	33,413 4 0	17,739 4 0	40,955 15 0	96,261 2 0
Geakwar's Baroda State	1,245 12 0	..	..	..	1,245 12 0
Gondal	830 9 0	..	..	..	830 9 0
Groat Indian Peninsula	4,152 11 0	24,420 4 0	12,543 0 0	46,348 9 0	87,464 8 0
Gwalior light	830 9 0	..	..	..	830 9 0
H. E. H. the Nizam's State	2,491 9 0	4,510 8 0	..	..	7,002 1 0
Jamnagar and Dwarka	830 9 0	..	..	..	830 9 0
Jodhpur	1,661 1 0	..	..	..	1,661 1 0
Junagad State	830 9 0	..	..	..	830 9 0
Madras and Southern Mahratta	4,152 11 0	8 113 5 0	3,902 13 0	14,299 2 0	30,467 15 0
Madras Port Trust	415 4 0	..	..	..	415 4 0
Messrs. Macnoll & Co. (The J. P. Railway)	415 4 0	..	..	..	415 4 0
Messrs. Mcleod & Co. (The A. K., etc., Light Railways)	415 4 0	..	..	..	415 4 0
Messrs. Martin & Co. (The H. A., etc., Light Railways)	830 9 0	..	..	..	830 9 0
Messrs. Octavius Steel & Co. (The D. R. L. Railway)	415 4 0	..	..	..	415 4 0
Morvi	830 9 0	..	..	..	830 9 0
Mysore	830 9 0	..	..	..	830 9 0
North Western	4,152 11 0	15,006 12 0	14,279 8 0	28,077 15 0	61,516 14 0
Porbandar State	415 4 0	..	..	..	415 4 0
Rohilkund and Kumaon	1,245 12 0	..	..	..	1,245 12 0
South Indian	3,322 2 0	1,864 5 0	..	..	5,186 7 0
Udaipur Chitorgarh	415 4 0	..	..	..	415 4 0
Total ..	62,290 0 0	1,17,728 0 0	55,111 0 0	1,56,193 0 0	3,91,322 0 0

ANNEXURE TO RESOLUTION No. 32.

STATEMENT B.

Audited expenditure of the Conference Branch for the year 1933-34.

Hheads of Account—	Actuals for 1932-33.	Budget for 1933-34.	Actuals for 1933-34.
<i>Recurring expenditure—</i>	Rs.	Rs.	Rs.
*1. Salaries of Gazetted Officers	51,964	60,600	63,369
*2. Overseas pay	3,197	4,300	4,049
*3. Travelling and other compensatory allowances of Gazetted Officers	1,786	2,000	1,571
*4. Salary of Office Superintendent	6,480	7,200	6,840
*5. Provident Fund Bonus of Gazetted Officers and Office Superintendent	5,695	6,500	6,501
6. Salaries of Office Establishment	27,197	27,600	25,613
7. Contingent Office expenses	2,992	3,000	2,490
8. Printing charges	5,802	3,100	3,038
9. Medical expenses	540	600	564
10. Provident Fund Bonus of subordinates	2,249	2,700	2,129
11. Conference expenses	814	1,000	940
12. Prize Essays .. .. .	..	1,000	350
*13. Rent	9,001	9,900	8,942
Total ..	1,17,717	1,35,500	1,26,396
Less—Amount on account of 5% cut .. .. .	..	5,100	..
Total ..	1,17,717	1,30,400	1,26,396
<i>Non-recurring expenditure—</i>			
*14. Gratuity of Gazetted Officers and Office Superintend- ent .. .. .	..	19,600	..
15. Gratuity of subordinates	545	4,400	3,088
*16. Passages of Officers under Leo Concessions .. .. .	..	..	..
*17. Leave allowance in India .. .. .	..	..	..
*18. Leave allowance in England	9,419	..	..
19. Miscellaneous	1,467	..	342
Total ..	1,29,148	1,54,400	1,29,826
Less—Credit from Railway Board for A. L. of Stations ..	3,000	3,000	3,000
Less—Credit from Wagon Interchange and Neutral Con- trol Headquarters Branches on account of joint expenses	61,898	82,100	64,536
Net total ..	64,250	69,300	62,290

* Of these items totalling Rs. 91,272 under actuals for 1933-34, 70/99th namely Rs. 64,536 have been debited to the Interchange and Neutral Control Headquarters Branches in proportions of Rs. 44,076 and Rs. 20,460 respectively.

APPENDIX D.]

ANNEXURE TO RESOLUTION No. 32.

Audited expenditure of the Conference Branch for the year 1933-34—(contd.)

Explanation of difference as compared with sanction for 1933-34.

		Rs.	
Sanctions for 1933-34	.. ..	69,300	
Actuals for 1933-34	.. ..	62,290	
Net decrease	..	7,010	
		Decrease.	Increase.
		Rs.	Rs.
<i>Recurring expenditure—</i>			
Decrease in Travelling Allowance of Gazetted Officers	.. ..	429	..
Decrease in salaries of Office Establishment due to retrenchment .. ..	.. ..	728	..
Decrease in Provident Fund Bonus of Subordinates	.. ..	571	..
Decrease in Contingencies .. ..	.. ..	510	..
Decrease in Printing charges .. ..	.. ..	62	..
Decrease in Medical expenses .. ..	.. ..	36	..
Decrease in Conference expenses .. ..	.. ..	60	..
Decrease in Prize Essays .. ..	.. ..	650	..
Decrease in Rent .. ..	.. ..	958	..
Total	.. ..	4,004	..
<i>Non-recurring expenditure—</i>			
Decrease in gratuity of Gazetted Officers .. ..	.. ..	19,600	..
Decrease in gratuity of Subordinates .. ..	.. ..	1,312	..
Increase on account of outstanding dues of Ambaji Taranga Light Railway (went into liquidation in 1921) ..	.. ..	..	342
Total	.. ..	24,916	342
<i>Deduct—on account of smaller contribution from Interchange and Neutral Control Headquarters Branches</i> ..	.. ..	17,564	..
Net total	.. ..	7,352	342
Net decrease	.. ..	7,010	

ANNEXURE TO RESOLUTION No. 32.

Audited expenditure of the Conference Branch for the year 1933-34—(concl'd.)

Explanation of difference as compared with actuals for 1932-33.

			Rs.	
Actuals for 1932-33	..	..	64,250	
Actuals for 1933-34	..	..	62,290	
Net decrease	..		1,960	
			Decrease.	Increase.
			Rs.	Rs.
<i>Recurring expenditure—</i>				
Increase in salaries, Overseas pay of Gazetted Officers and Office Superintendent due to reduction in emergency cut in pay from 10% to 5%	..	..	..	12,617
Increase in Provident Fund Bonus of Gazetted Officers	..	..	..	806
Decrease in Travelling Allowance of Gazetted Officers	..	..	215	..
Net Decrease in expenses of Office Establishment and Provident Fund Bonus of subordinates due mainly to retrenchment after allowing increments	..	..	1,704	..
Decrease in Contingencies	..	..	502	..
Decrease in Printing charges	..	..	2,764	..
Increase in Medical Expenses	..	..	..	24
Increase in Conference Expenses	..	..	..	126
Increase in Prize Essays	..	..	..	350
Decrease in Rent	..	..	59	..
Total	..	..	5,244	13,923
<i>Non-recurring expenditure—</i>				
Increase in Gratuity of Subordinates	..	..	..	2,543
Decrease in Leave allowance	..	..	9,419	..
Decrease under miscellaneous item due to J. J. Railway share of expenditure	..	..	1,125	..
Total	..	..	15,788	16,466
Add on account of larger contribution from Interchange and Neutral Control Headquarters Branches	..	..	2,638	..
Net total	..	..	18,426	16,466
Net decrease	..		1,960	

APPENDIX D.]

ANNEXURE TO RESOLUTION No. 32.

STATEMENT C.

Audited expenditure of the Wagon Interchange Branch for the year 1933-34.

Heads of Account.	Actuals for 1932-33.	Budget for 1933-34.	Actuals for 1933-34.
	Rs.	Rs.	Rs.
<i>Recurring expenditure—</i>			
1. Salaries of Gazetted Officers .. .. .	..	..	..
2. Salaries of Office Establishment	56,456	65,000	60,376
3. Travelling and other compensatory allowances .. .. .	..	900	..
4. Contingent office expenses	5,378	5,600	4,944
5. Medical expenses	1,000	1,000	563
6. Provident Fund Bonus	4,916	5,200	5,370
7. Contribution to Conference Branch on account of joint expenses	41,264	56,700	44,076
Total	1,09,014	1,34,400	1,15,335
<i>Less—Amount on account of 5% cut</i>	..	2,500	..
Total	1,09,014	1,31,900	1,15,335
<i>Non-recurring expenditure—</i>			
8. Passages of Officers under Lec Concessions .. .. .	..	..	..
9. Leave allowance in India .. .. .	..	..	..
10. Leave allowance in England .. .. .	..	..	..
11. Gratuity	2,005	3,000	2,393
Net total	1,11,019	1,34,900	1,17,728

ANNEXURE TO RESOLUTION No. 32.

Audited expenditure of the Wagon Interchange Branch for the year 1933-34—(concl'd.)

Explanation of difference as compared with sanctions for 1933-34.

	Rs.	
Sanctions for 1933-34	1,34,900	
Actuals for 1933-34	1,17,728	
Net decrease ..	17,172	
	Decrease.	Increase.
	Rs.	Rs.
<i>Recurring expenditure—</i>		
Decrease in salaries of office establishment due to retrenchment	2,124	..
Decrease in Travelling Allowance	900	..
Decrease in Contingencies	656	..
Decrease in Medical Expenses	437	..
Increase in Provident Fund Bonus .. ..	..	176
Decrease in contribution to Conference Branch ..	12,624	..
Total ..	16,741	176
<i>Non-recurring expenditure—</i>		
Decrease in Gratuity	607	..
Net total ..	17,348	176
Net decrease ..	17,172	

Explanation of difference as compared with actuals for 1932-33.

	Rs.	
Actuals for 1933-34	1,17,728	
Actuals for 1932-33	1,11,019	
Net increase ..	6,709	
	Decrease.	Increase.
	Rs.	Rs.
<i>Recurring expenditure—</i>		
Increase in expenses of office establishment due to reduction of cut from 10% to 5% and increments ..	..	3,920
Decrease in Contingencies	434	..
Decrease in Medical expenses	437	..
Increase in Provident Fund Bonus .. ..	..	460
Increase in contribution to Conference Branch ..	..	2,812
Total ..	871	7,192
<i>Non-recurring expenditure—</i>		
Increase in gratuity .. ..	..	388
Net total ..	871	7,580
Net increase ..	6,709	

APPENDIX D.]

ANNEXURE TO RESOLUTION No. 32.

STATEMENT D.

Audited expenditure of the Neutral Control Headquarters for the year 1933-34.

Heads of Account.	Actuals for 1932-33.	Budget for 1933-34.	Actuals for 1933-34.
	Rs.	Rs.	Rs.
<i>Recurring expenditure :—</i>			
1. Salaries of Gazetted Officers	9,787	8,900	11,836
2. Salaries of Office Establishment	15,622	17,900	17,660
3. Travelling and other compensatory allowances ..	1,346	2,600	1,750
4. Contingent Office expenses	1,742	1,800	1,293
5. Medical expenses .. .. .	..	..	..
6. Provident Fund Bonus	1,941	2,300	1,939
7. Contribution to Conference Branch on account of joint expenses.	20,634	25,400	20,460
Total ..	51,072	58,900	54,943
<i>Less—Amount on account of 5 per cent. cut ..</i>	<i>..</i>	<i>1,200</i>	<i>..</i>
Total ..	51,072	57,700	54,943
<i>Non-recurring expenditure :—</i>			
8. Passages of Officers under Leo Concessions ..	..	..	..
9. Leave allowance in India	4,350	..	..
10. Leave allowance in England .. .. .	..	..	..
11. Gratuity .. .. .	..	1,000	168
Net total ..	55,422	58,700	55,111

ANNEXURE TO RESOLUTION No. 32.

Audited Expenditure of the Neutral Control Headquarters for 1933-34—(concl'd.)

Explanation of difference as compared with sanctions for 1933-34.

	Rs.	Decrease.	Increase.
		Rs.	Rs.
Sanctions for 1933-34	58,700		
Actuals for 1933-34	55,111		
Net decrease	3,589		
<i>Recurring expenditure—</i>			
Increase in salaries of Gazetted Officers due mainly to contribution paid to B. N. Railway towards Leave, etc., of Mr. J. Moir, Neutral Control Officer			3,381
Increase in expenses of office establishment			515
Decrease in Travelling Allowance	850		
Decrease in Contingencies	502		
Decrease in Provident Fund Bonus	361		
Decrease in contribution to Conference Branch	4,940		
Total	6,653	3,896	
<i>Non-recurring expenditure:—</i>			
Decrease in gratuity	832		
Net total	7,485	3,896	
Net decrease	3,589		

Explanation of difference as compared with actuals for 1932-33.

	Rs.	Decrease.	Increase.
		Rs.	Rs.
Actuals for 1932-33	55,422		
Actuals for 1933-34	55,111		
Net decrease	311		
<i>Recurring expenditure:—</i>			
Increase in salaries of Gazetted Officers due to contribution paid to B. N. Railway during 1933-34 on account of leave salary, etc., of Mr. J. Moir, Neutral Control Officer and reduction in emergency cut in pay from 10 per cent. to 5 per cent.			2,049
Increase in expenses of office establishment due to reduction in emergency cut in pay from 10 per cent. to 5 per cent. and increments			2,038
Increase in Travelling Allowance			404
Decrease in Contingencies	444		
Decrease in Provident Fund Bonus	2		
Decrease in contribution to Conference Branch	174		
Total	620	4,491	
<i>Non-recurring expenditure:—</i>			
Decrease in leave allowance	4,350		
Increase in gratuity			168
Net total	4,970	4,659	
Net decrease	311		

APPENDIX 'D.]

ANNEXURE TO RESOLUTION No. 32.

STATEMENT E.

Audited expenditure of the Neutral Control Junctions including Neutral Umpires for the year 1933-34.

Heads of Account.	Actuals for 1932-33.	Budget for 1933-34.	Actuals for 1933-34.
	Rs.	Rs.	Rs.
<i>Recurring expenditure :—</i>			
1. Salaries of Train Examining Staff	86,748	99,000	88,368
2. Salaries of Office Staff	4,405	5,000	4,863
3. Wages of Labour Staff	49,224	56,900	44,658
4. Travelling and other compensatory allowances including house allowance	8,966	11,600	8,767
5. Contingencies .. ..	..	..	..
6. Provident Fund Bonus	8,332	8,900	9,278
7. Grant-in-aid on behalf of children of Neutral Control Staff (employed at Khanalampura) ..	0	100	..
Total ..	1,57,684	1,81,500	1,55,934
<i>Less—Amount on account of 5 per cent. cut ..</i>	..	4,100	.
<i>Less—Estimated amount by which budget requirements can be reduced due to re-appropriation being admissible</i>	..	15,000	..
Total ..	1,57,684	1,62,400	1,55,934
<i>Non-recurring expenditure :—</i>			
8. Gratuity .. ..	..	600	259
Net total ..	1,57,684	1,63,000	1,56,193

ANNEXURE TO RESOLUTION No. 32.

Audited expenditure of the Neutral Control Junctions including Neutral Umpires for 1933-34
—(concl'd.).

Explanation of difference as compared with sanctions for 1933-34.

	Rs.		
Sanctions for 1933-34.. .. .	1,63,000		
Actuals for 1933-34	1,56,193		
Net decrease	6,807		
		Decrease.	Increase.
		Rs.	Rs.
<i>Recurring expenditure.—</i>			
Decrease in salaries of Train examining staff due to retrenchment	1,900	..	
Decrease in wages of labour staff due to retrenchment	2,011	..	
Decrease in Travelling and other compensatory allow- ances including house allowance	2,833	..	
Increase in Provident Fund bonus mainly due to Wheelmen being permitted to join Provident Fund from 1st October 1933 ..	..		378
Decrease in grant-in-aid	100	..	
Total	6,844		378
<i>Non-recurring expenditure:—</i>			
Decrease in gratuity	341	..	
Net total	7,185		378
Net decrease	6,807		

Explanation of difference as compared with actuals for 1932-33.

	Rs.		
Actuals for 1932-33	1,57,684		
Actuals for 1933-34	1,56,193		
Net decrease	1,491		
		Decrease.	Increase.
		Rs.	Rs.
<i>Recurring expenditure.—</i>			
Increase in salaries of Train examining staff due to reduction in emergency cut from 10 per cent. to 5 per cent. and increments ..	..		2,078
Decrease in wages of labour staff due to retrenchment	4,566	..	
Decrease in Travelling and other compensatory allowances including house allowance	199	..	
Increase in Provident Fund bonus mainly due to Wheelmen being permitted to join Provident Fund from 1st October 1933 ..	..		946
Decrease in grant-in-aid	9	..	
Total	4,774		3,024
<i>Non-recurring expenditure:—</i>			
Increase in gratuity .. .. .	..		259
Net total	4,774		3,283
Net decrease	1,491		

ANNEXURE TO RESOLUTION No. 32.

STATEMENT F.

Audited expenditure of the Indian Railway Conference Association, as a whole, for the year 1933-34.

[Figures for Budget sanctions in hundreds and for Actuals in units of rupees.]

Heads of Account.	Conference Branch.		Wagon Interchange Branch.		Neutral Control Headquarters.		Neutral Control Junctions Including Neutral Umpires.		Total.	
	Budget sanctions 1933-34.	Actuals 1933-34.	Budget sanctions 1933-34.	Actuals 1933-34.	Budget sanctions 1933-34.	Actuals 1933-34.	Budget sanctions 1933-34.	Actuals 1933-34.	Budget sanctions 1933-34.	Actuals 1933-34.
<i>Recurring expenditure.</i>	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
*1. Salaries of Gazetted Officers	60,600	63,309	..	..	8,900	11,836	..	..	75,500	75,205
*2. Overseas pay	4,300	4,049	..	..	..	..	..	..	4,300	4,049
*3. Travelling and other compensatory allowances of Gazetted Officers	2,000	1,671	..	..	..	..	..	..	2,000	1,671
*4. Salary of Office Superintendent	7,200	6,840	..	..	..	..	..	..	7,200	6,840
*5. Provident Fund Bonus of Gazetted Officers and Office Superintendent	6,500	6,501	..	..	..	..	..	..	6,500	6,501
6. Salaries of Office Establishment	27,600	25,013	65,000	60,376	17,900	17,660	5,000	4,803	1,16,500	1,08,512
7. Salaries of Train Examining Staff .. ..	..	..	..	..	..	..	99,000	88,308	99,000	88,308
8. Wages of Labour Staff .. ..	..	..	..	..	..	..	56,900	44,658	56,900	44,658
9. Travelling and other compensatory allowances of subordinates .. ..	..	..	900	..	2,600	1,750	11,600	8,767	15,100	10,517
10. Contingent office expenses ..	3,000	2,490	5,600	4,944	1,800	1,298	..	..	10,400	8,732
11. Printing charges	3,100	3,038	..	..	..	..	..	..	3,100	3,038
12. Medical expenses	600	564	1,000	563	..	..	..	..	1,600	1,127
13. Provident Fund Bonns of subordinates.. ..	2,700	2,129	5,200	5,376	2,300	1,939	8,900	9,278	19,100	18,722
14. Conference expenses	1,000	940	..	..	..	..	..	..	1,000	940
15. Prize Essays	1,000	350	..	..	..	..	..	..	1,000	350
*16. Rent	9,900	8,942	..	..	..	..	..	..	9,900	8,942
17. Grant-in-aid on behalf of children of Neutral Control Staff employed at Khanalampura .. ..	..	..	..	..	..	..	..	..	..	..
18. Contribution to Conference Branch on account of joint expenses .. ..	..	..	..	..	..	..	100	..	100	..
Total	1,35,500	1,26,396	1,34,400	1,15,335	58,900	54,943	1,81,500	1,55,934	5,10,300	4,52,608
Less.—Amount on account of 5% cut	5,100	..	2,500	..	1,200	..	4,100	..	12,900	..
Total	1,30,400	1,26,396	1,31,900	1,15,335	57,700	54,943	1,77,400	1,55,934	4,97,400	4,52,608
<i>Non-recurring expenditure.</i>										
*19. Gratuity of Gazetted Officers and Office Superintendent ..	19,600	..	..	..	..	..	..	..	19,600	..
20. Gratuity of subordinates ..	4,400	3,088	3,000	2,303	1,000	168	600	259	9,000	5,908
*21. Passages of Officers under Lee concessions .. ..	..	..	..	..	..	..	..	..	..	..
*22. Leave allowance in India ..	..	..	..	..	..	..	..	..	..	..
*23. Leave allowance in England ..	..	..	..	..	..	..	..	..	..	..
24. Miscellaneous .. ..	..	342	..	..	..	..	..	..	..	..
Total	1,54,400	1,29,826	1,34,900	1,17,728	58,700	55,111	1,78,000	1,56,193	5,26,000	4,58,858
Less.—Credit from Railway Board for A. L. of stations ..	3,000	3,000	..	..	..	..	..	..	3,000	3,000
Less.—Credit from Wagon Interchange and Neutral Control Headquarters Branches on account of joint expenses ..	82,100	64,536	..	..	..	..	..	..	82,100	64,536
Less.—Estimated amount by which Budget requirements can be reduced due to reappropriation being admissible ..	..	..	..	..	..	..	..	..	..	..
Net total	69,300	62,290	1,34,900	1,17,728	58,700	55,111	1,63,000	1,56,193	4,25,900	3,91,322

* Of these items totalling Rs. 91,272 under Conference Branch expenditure, 70-99th. namely, Rs. 64,536 have been debited to the Interchange and Neutral Control Headquarters Branches in proportions of Rs. 44,076 and Rs. 20,460 respectively.

ANNEXURE TO RESOLUTION No. 32.

Audited expenditure of the Indian Railway Conference Association, as a whole, for the Financial year 1933-34—(concl'd.)

Summary of explanation of difference between sanctions for 1933-34 and actuals for 1933-34.

				Rs.	
Sanctions for 1933-34	..	..	..	4,25,900	
Actuals for 1933-34	..	..	..	3,91,322	
			Net decrease	34,578	
				Decrease.	Increase.
				Rs	Rs.
<i>Recurring expenditure—</i>					
Decrease in salaries and Provident Fund Bonus..	..	..	..	3,245	..
Decrease in Travelling and other compensatory allowances	..	..	..	5,012	..
Decrease in Contingencies ..	..	..	..	1,668	..
Decrease in Printing charges ..	..	..	..	62	..
Decrease in Conference expenses ..	..	..	..	60	..
Decrease in grant-in-aid ..	..	..	..	100	..
Decrease in rent ..	..	..	..	958	..
Decrease in Medical expenses ..	..	..	..	473	..
Decrease in Prize Essays ..	..	..	..	650	..
			Total	12,228	..
<i>Non-recurring expenditure—</i>					
Decrease in gratuity of Gazetted Officers ..	..	..	..	19,600	..
Decrease in gratuity of subordinates ..	..	..	..	3,092	..
Increase on account of Outstanding dues from Ambaji Taranga Light Railway (went into liquidation in 1921) ..	..	..	..	..	342
			Net total	34,920	342
			Net decrease	34,578	

ANNEXURE TO RESOLUTION No. 32.

STATEMENT I.

Summary of budget for 1935-36.

Description.	1931-32.		1932-33.		1933-34.		1934-35.		1935-36.
	Budget Estimate.	Actuals.	Budget Estimate.	Actuals.	Budget Estimate.	Actuals.	Budget Estimate less 5% cut in salaries.	Revised Estimate	Budget Estimate.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Conference Branch	76,000	65,872	60,000	64,250	69,300	62,290	71,800	92,400	79,700 (a)
2. Wagon Interchange Branch ..	1,48,000	1,26,153	1,33,000	1,11,019	1,34,900	1,17,728	1,30,200	1,30,600	1,36,700 (b)
3. Neutral Control Headquarters ..	60,500	47,856	60,000	55,422	58,700	55,111	75,000	75,600	67,900 (c)
4. N. C. Junctions including Neutral Umpires.	1,76,400	1,54,652	1,42,000	1,57,684	1,63,000	1,56,193	1,60,500	1,61,500	1,08,000 (d)
Total ..	4,60,900	3,94,533	3,95,000	3,88,375	4,25,900	3,91,322	4,37,500	4,60,100	4,50,300

(a) For details see Statement II page 127.

(b) " " " " III page 129.

(c) " " " " IV page 131.

(d) " " " " V page 133.

Allocation of budget for the year 1935-36.

Railways.	Conference Branch.	Wagon Interchange Branch.	Neutral Control Headquarters.	Neutral Control Junctions including Neutral Umpires.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	3,168	..	..	..	3,168
Assam Railways and Trading Co. (The D. S. Railway)	1,054	..	..	..	1,054
Barsi Light	1,054	..	..	..	1,054
Bengal and North Western	4,224	..	..	..	4,224
Bengal Dooars	1,054	..	..	..	1,054
Bengal Nagpur	5,281	18,807	6,789	25,011	55,888
Bengal Provincial	527	..	..	..	527
Bhavnagar State	1,054	..	..	..	1,054
Bikaner State	1,584	..	..	..	1,584
Bombay, Baroda and Central India	5,281	8,281	1,658	3,507	18,727
Bombay Port Trust	527	..	..	..	527
Burma	4,224	..	..	..	4,224
Calcutta Port Commissioners	527	..	..	..	527
Darjeeling Himalayan	527	..	..	..	527
Dholpur State	527	..	..	..	527
Eastern Bengal	4,224	9,111	..	..	13,335
East Indian	5,281	38,413	21,789	42,956	1,08,439
Gackwar's Baroda State	1,584	..	..	..	1,584
Gondal	1,054	..	..	..	1,054
Great Indian Peninsula	5,281	27,420	15,543	40,149	97,393
Gwalior Light	1,054	..	..	..	1,054
H. E. H. the Nizam's State	3,168	5,511	..	..	8,679
Jamnagar and Dwarka	1,054	..	..	..	1,054
Jessore Jhenidah	527	..	..	..	527
Jodhpur	2,112	..	..	..	2,112
Junagad State	1,054	..	..	..	1,054
Madras and Southern Mahratta	5,281	10,113	4,741	15,299	35,434
Madras Port Trust	527	..	..	..	527
Messrs. Macneill & Co. (The Jorhat Provincial Railway)	527	..	..	..	527
Messrs. Melcod & Co. (The A. K., B. D. R., etc., Light Railways)	527	..	..	..	527
Messrs. Martin & Co. (The Howrah-Amra, etc., Light Railways)	1,054	..	..	..	1,054
Messrs. Octavius Steel & Co. (The Dehri-Rohatas Light Railway)	527	..	..	..	527
Norvi	1,054	..	..	..	1,054
Mysore	1,054	..	..	..	1,054
North Western	5,281	17,007	17,380	30,078	69,746
Porbandar State	527	..	..	..	527
Rohilkund and Kumaon	1,584	..	..	..	1,584
South Indian	4,224	2,037	..	..	6,261
Udaipur Chitorgarh	527	..	..	..	527
Total ..	79,700	1,36,700	67,900	1,66,000	4,50,300



ANNEXURE TO RESOLUTION No. 32.

STATEMENT II.

Budget of the Conference Branch for 1935-36.

Heads of Account.	1931-32.		1932-33.		1933-34.		1934-35.		1935-36.
	Budget Estimate.	Actuals.	Budget Estimate.	Actuals.	Budget Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Budget Estimate.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<i>Recurring expenditure.</i>									
*1. Salaries of Gazetted Officers ..	65,500	63,613	66,200	51,964	66,600	63,369	19,800	19,800	(a) 15,100
*2. Overseas pay	4,300	4,281	4,300	3,197	4,300	4,019	1,300	1,300	(a) 900
*3. Travelling and other compensatory allowances of Gazetted Officers including House allowance ..	2,000	1,036	2,000	1,786	2,000	1,571	600	800	800
*4. Salary of Office Superintendent ..	7,200	6,060	7,200	6,480	7,200	6,840	2,100	2,100	(a) 2,100
*5. Provident Fund Bonus of Gazetted Officers and Office Superintendent	6,400	5,174	6,400	5,695	6,500	6,501	1,800	1,800	2,800
6. Salaries of Office Establishment ..	33,000	26,091	27,500	27,197	27,600	25,613	25,800	25,800	(a) 27,100
7. Travelling and other compensatory allowances of subordinates ..	..	..	..	..	..	..	1,000	1,000	1,000
8. Contingent office expenses ..	6,500	2,927	3,000	2,992	3,000	2,490	3,000	3,000	3,000
9. Reporting meetings .. ..	..	..	..	..	..	..	..	..	1,000
10. Printing charges	6,000	5,927	3,100	5,802	3,100	3,038	6,000	6,000	0,000
11. Medical expenses	600	..	300	540	600	564	600	600	600
12. Provident Fund Bonus of subordinates	2,600	1,997	2,600	2,249	2,700	2,129	2,000	2,000	2,100
13. Conference expenses	1,000	813	1,000	814	1,000	940	1,000	1,000	1,500
14. Prizo Essays	1,000	..	..	..	1,000	350	1,000	1,000	1,000
*15. Rent	9,900	6,333	9,900	9,001	9,900	8,942	2,000	2,900	2,800
Total ..	1,40,000	1,25,152	1,33,500	1,17,717	1,35,500	1,26,396	68,900	69,100	67,800
Less—Amount on account of cut ..	..	..	12,200	..	5,100	..	5,100	5,100	..
Less—Amount disallowed by Railway Board	7,000	..	500	..	..	..	..	..	..
Total ..	1,39,000	1,25,152	1,20,800	1,17,717	1,30,400	1,26,396	63,800	64,000	67,800
<i>Non-recurring expenditure.</i>									
*16. Gratuity of Gazetted Officers and Office Superintendent ..	..	..	2,550	..	19,600	..	..	..	..
17. Gratuity of subordinates .. ..	..	..	4,350	645	4,400	3,058	4,400	4,400	4,400
*18. Passages of Officers under Lee Concessions .. ..	..	..	400	..	..	..	..	..	1,000
*19. Leave allowance in India .. ..	..	..	..	..	..	..	..	..	..
*20. Leave allowance in England ..	25,400	18,828	16,900	9,419	..	..	6,600	6,600	9,500
21. Goods classification committee less Rs. 600 on account of cut ..	..	..	..	..	..	..	..	20,400	..
22. Miscellaneous .. ..	..	..	..	1,467	..	342	..	..	..
Total ..	1,64,400	1,43,980	1,45,000	1,29,148	1,54,400	1,29,826	74,800	95,400	82,700
Less—Credit from Railway Board for A.L. of Stations	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Less—Credit from Wagon Interchange and Neutral Control Headquarters Branches on account of joint expenses	85,400	75,108	82,000	61,898	82,100	64,536	..	..	..
Net total ..	76,000	65,872	60,000	64,250	69,300	62,290	71,800	92,400	79,700

*Out of total estimate of Rs. 1,19,700 on account of General administration during 1935-36, Rs. 84,700 have been debited direct to the Wagon Interchange and Neutral Control Headquarters Branches in proportions of Rs. 55,400 and Rs. 29,300 respectively in accordance with Resolution 33 of the 1933 Conference.

(a) For details of establishment see statement VII page 137.

APPENDIX D.]

ANNEXURE TO RESOLUTION No. 32.

Budget of the Conference Branch for 1935-36—(concl'd.)

Explanation of difference between budget sanction for 1934-35 and revised estimate for 1934-35.

				Rs.		
Revised estimate for 1934-35	..	..	..	92,400		
Budget sanction for 1934-35	..	..	..	71,800		
Net increase	..	..	..	20,600		
					Decrease.	Increase.
					Rs.	Rs.
<i>Recurring expenditure :—</i>						
Increase in Travelling and other compensatory allowances due to provision of house allowance	..	..	..	..	..	200
<i>Non-recurring expenditure :—</i>						
Increase on account of estimated cost of Goods Classification Committee appointed under Resolution 29 of 1933 Conference	..	..	..	..	..	20,400
Net increase	..	..	..	..	..	20,600

Explanation of difference between budget sanction for 1934-35 and estimate for 1935-36.

				Rs.		
Budget estimate for 1935-36	..	..	..	79,700		
Budget sanction for 1934-35	..	..	..	71,800		
Net increase	..	..	..	7,900		
					Decrease.	Increase.
					Rs.	Rs.
<i>Recurring expenditure :—</i>						
Decrease in Salaries and overseas pay of Gazetted Officers due to leave allowance, etc., of Mr. B. Lawrence being separately provided under Non-recurring Expenditure	..	..	..	5,100	..	
Increase under Provident Fund Bonus of Gazetted Officers due to payment of leave allowance	..	..	..	..	..	1,000
Increase in Travelling and other compensatory allowances of Gazetted Officers	..	..	..	..	..	200
Increase in expenses of office establishment and Provident Fund Bonus of subordinates due to annual increments	..	..	..	..	..	1,400
Increase due to provision being made for reporting meetings	..	..	..	..	..	1,000
Increase in Conference expenses due to additional Conference in March	..	..	..	..	..	500
Decrease in Rent	..	..	..	100	..	
Increase if General cut in pay is restored	..	..	..	..	..	5,100
Total	..	..	..	5,200	9,200	
<i>Non-recurring expenditure :—</i>						
Increase on account of Leave allowance and passages of Mr. B. Lawrence	..	..	..	..	..	5,800
Decrease in Leave allowance of Mr. Bliss	..	..	..	1,900	..	
Net total	..	..	..	7,100	15,000	
Net increase	..	..	..	7,900		

ANNEXURE TO RESOLUTION No. 32.

STATEMENT III.

Budget of the Wagon Interchange Branch for the year 1935-36.

Heads of Account.	1931-32.		1932-33.		1933-34.		1934-35.		1935-36.
	Budget Estimate.	Actuals.	Budget Estimate.	Actuals.	Budget Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Budget Estimate.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<i>Recurring expenditure.</i>									
*1. Salaries of Gazetted Officers ..	..	..	..	..	..	..	30,300	30,300	23,400
*2. Overseas pay .. .. *	..	..	..	..	..	..	1,900	1,900	1,500
*3. Travelling and other compensatory allowances of Gazetted Officers including House allowance ..	..	..	..	..	..	..	900	1,300	1,300
*4. Salary of Office Superintendent ..	..	..	..	..	..	..	3,300	3,300	3,500
*5. Provident Fund Bonus of Gazetted Officers and Office Superintendent ..	..	..	..	..	..	..	2,800	2,800	4,500
6. Salaries of Office Establishment ..	75,300	60,995	66,100	56,456	65,000	60,376	63,700	63,700	(a) 65,800
7. Travelling and other compensatory allowances of subordinates ..	..	..	900	..	900	..	900	900	900
8. Contingent office expenses ..	7,600	6,981	5,600	5,378	5,600	4,944	5,600	5,600	5,600
9. Medical expenses	1,000	..	600	1,000	1,000	563	800	800	800
10. Provident Fund Bonus of subordinates	5,900	5,027	5,300	4,916	5,200	5,376	5,000	5,000	5,200
*11. Rent .. ..	..	..	..	..	..	..	4,500	4,500	4,500
12. Contribution to Conference Branch on account of joint expenses ..	60,200	53,150	56,600	41,264	56,700	44,076	..	..	..
Total ..	1,50,000	1,26,153	1,35,100	1,09,014	1,34,400	1,15,335	1,19,700	1,20,100	1,17,000
Less—Amount on account of cut ..	..	..	4,800	..	2,500	..	2,600	2,600	..
Less—Amount disallowed by Railway Board	2,000	..	300	..	..	..	..	..	..
Total ..	1,48,000	1,26,153	1,30,000	1,09,014	1,31,900	1,15,335	1,17,100	1,17,500	1,17,000
<i>Non-recurring expenditure.</i>									
*13. Gratuity of Gazetted Officers and Office Superintendent .. ..	..	..	..	..	..	..	..	..	..
14. Gratuity of subordinates .. ..	..	..	3,000	2,005	3,000	2,393	3,000	3,000	3,000
*15. Passages of Officers under Lee Concessions .. ..	..	..	..	..	..	..	..	..	1,500
*16. Leave allowance in India .. ..	..	..	..	..	..	..	..	..	..
*17. Leave allowance in England .. ..	..	..	..	..	..	..	10,100	10,100	15,200
Net total ..	1,48,000	1,26,153	1,33,000	1,11,019	1,34,900	1,17,728	1,30,200	1,30,600	1,36,700

* The total estimate during 1935-36 of Rs. 55,400 under these items on account of joint expenses have been debited in the Budget estimate direct in accordance with Resolution 33 of the 1933 Conference.

(a) For details of establishment see statement VIII page 138.

APPENDIX D.]

ANNEXURE TO RESOLUTION No. 32.

Budget of the Wagon Interchange Branch for the year 1935-36—(concl'd.)

Explanation of difference between budget sanction for 1934-35 and revised estimate for 1934-35.

			Rs.		
Revised estimate for 1934-35	1,30,600	
Budget sanction for 1934-35	1,30,200	
Net increase	400	
					Decrease. Increase. Rs. Rs.

Recurring expenditure :—

Increase in travelling and other compensatory allowances due to provision of house allowance	..	..	..	..	400
Net increase	..	..	..	..	400

Explanation of difference between budget sanction for 1934-35 and estimate for 1935-36.

				Rs.	
Budget sanction for 1934-35	..	..	..	1,30,200	
Budget estimate for 1935-36	..	..	..	1,36,700	
Net increase	..	..	..	6,500	
					Decrease. Increase. Rs. Rs.

Recurring expenditure :—

*Decrease in salaries and overseas pay of Gazetted Officers due to leave, etc., of Mr. B. Lawrence being separately provided	..	7,300	..
*Increase in Provident Fund Bonus of Gazetted officers due to leave allowance	..	..	1,700
*Increase in travelling and other compensatory allowances of Gazetted Officers (see note below)	..	..	400
*Increase in salary of Office Superintendent (see note below)	..	..	200
Increase in office establishment and Provident Fund Bonus of subordinates due to annual increments	..	..	2,300
Increase if general cut in salaries is restored	..	..	2,600
Total	..	7,300	7,200

Non-recurring expenditure :—

*Increase on account of leave allowance and passages of Mr. B. Lawrence	..	..	9,000
*Decrease in leave allowance of Mr. Bliss	..	2,400	..
Net total	..	9,700	16,200
Net increase	..	6,500	

Note.—This increase is due to lesser contribution by Neutral Control Headquarters towards joint expenses.

* These items of expenditure are on account of joint expenses.

**ANNEXURE TO RESOLUTION No. 32.
STATEMENT IV.**

Budget of the Neutral Control Headquarters for the year 1935-36.

Heads of Account.	1931-32.		1932-33.		1933-34.		1934-35.		1935-36.
	Budget Estimate.	Actuals.	Budget Estimate.	Actuals.	Budget Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Budget Estimate.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<i>Recurring expenditure.</i>									
*1. Salaries of Gazetted Officers ..	11,400	8,768	11,000	9,787	8,900	11,836	29,400	29,400	24,000 (a)
*2. Overseas pay .. .. .	..	..	..	..	..	..	1,100	1,100	800
*3. Travelling and other compensatory allowances of Gazetted Officers including house allowance ..	..	..	..	..	..	..	1,500	2,100	2,100
*4. Salary of Office Superintendent ..	..	..	..	..	..	..	1,800	1,800	1,600
*5. Provident Fund Bonus of Gazetted Officers and Office Superintendent ..	..	..	..	..	..	..	1,500	1,500	3,100
6. Salaries of Office establishment ..	21,500	13,700	18,000	15,622	17,900	17,660	18,500	18,500	19,400 (a)
7. Travelling and other compensatory allowances of subordinates ..	..	..	2,600	1,346	2,600	1,750	1,600	1,600	1,600
8. Contingent office expenses ..	2,300	1,611	1,800	1,742	1,800	1,298	1,800	1,800	1,800
9. Medical expenses .. ..	..	..	..	..	..	..	200	200	200
10. Provident Fund Bonus of subordinates	2,400	1,819	2,400	1,941	2,300	1,939	1,500	1,500	1,600
*11. Rent .. .. .	..	..	..	..	..	..	2,500	2,500	2,100
12. Contribution to Conference Branch on account of joint expenses ..	25,200	21,958	25,400	20,634	25,400	20,460	..	..	..
Total ..	62,800	47,856	61,200	51,072	58,900	54,943	61,400	62,000	58,300
Less—Amount on account of cut ..	..	..	2,200	..	1,200	..	1,200	1,200	..
Less—Amount disallowed by Railway Board	2,300	..	..	..	..	..	..	..	..
Total ..	60,500	47,856	59,000	51,072	57,700	54,943	60,200	60,800	58,300
<i>Non-recurring expenditure.</i>									
*13. Gratuity of Gazetted Officers and Office Superintendent ..	..	..	..	..	..	..	8,000	8,000	..
14. Gratuity of subordinates ..	..	..	1,000	..	1,000	168	1,000	1,000	1,000
*15. Passages of officers under Lee Concessions .. .. .	..	..	..	..	..	..	..	..	900
*16. Leave allowance in India ..	..	..	..	4,350	..	..	..	..	..
*17. Leave allowance in England ..	..	..	..	..	..	..	5,800	5,800	7,700
Net total ..	60,500	47,856	60,000	55,422	58,700	55,111	75,000	75,600	67,900

* Out of the total estimate during 1935-36 of Rs. 42,300 under these items, Rs. 29,300 on account of joint expenses have been debited in the Budget estimate direct in accordance with Resolution 33 of the 1933 Conference.

(a) For details of establishment see statement IX page 139.

APPENDIX D.]

ANNEXURE TO RESOLUTION No. 32.

Budget of the Neutral Control Headquarters for the year 1935-36—(concl'd.)

Explanation of difference between budget sanction for 1934-35 and revised estimate for 1934-35.

			Rs.
Revised estimate for 1934-35	..	..	75,600
Budget sanction for 1934-35	..	..	75,000
Net increase	..	..	600

Decrease.	Increase.
Rs.	Rs.

Recurring expenditure :—

Increase in travelling and other compensatory allowances due to provision of house allowance	..	..	..	..	600
Net increase	..	..	..	..	600

Explanation of difference between budget sanction for 1934-35 and estimate for 1935-36.

			Rs.
Budget sanction for 1934-35	..	..	75,000
Budget estimate for 1935-36	..	..	67,900
Net decrease	..	..	7,100

Decrease.	Increase.
Rs.	Rs.

Recurring expenditure :—

*Decrease in salaries and overseas pay of Gazetted Officers due to leave allowance of Mr. B. Lawrence being separately provided	..	5,700	..
*Decrease in salary of Office Superintendent (see note below)	..	200	..
*Increase in travelling and other compensatory allowances of Gazetted Officers	..	..	600
Increase in Provident Fund Bonus of Gazetted Officers due mainly to provision of Provident Fund Bonus for Neutral Control Officer and payment of leave allowance to General Secretary	..	..	1,600
Increase in office establishment and Provident Fund Bonus of subordinates due to annual increments	..	..	1,000
*Decrease in rent (see note below)	..	400	..
Increase if general cut in salaries is restored	..	..	1,200
Total	..	6,300	4,400

Non-recurring expenditure :—

Decrease in gratuity of Gazetted Officers	..	8,000	..
*Increase on account of leave allowance and passages of Mr. B. Lawrence	..	..	5,000
*Decrease in leave allowance of Mr. Bliss	..	2,200	..
Net total	..	16,500	9,400
Net decrease	..	7,100	..

Note.—This decrease is due to larger contribution by Wagon Interchange Branch towards joint expenses.

* These items of expenditure are on account of joint expenses.

ANNEXURE TO RESOLUTION No. 32.

STATEMENT V.

Budget of the Neutral Control Junctions including Neutral Umpires for the year 1935-36.

Description.	1931-32.		1932-33.		1933-34.		1934-35.		1935-36.
	Budget Estimate.	Actuals.	Budget Estimate.	Actuals.	Budget Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Budget Estimate.
<i>Recurring expenditure :—</i>	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Salaries of Train Examining Staff ..	09,000	..	98,800	86,748	99,000	88,368	04,200	06,200	03,600 (a)
2. Salaries of Office Staff	4,500	1,37,589	4,700	4,405	5,000	4,863	5,200	5,200	5,400 (a)
3. Wages of Labour Staff	54,200	..	54,500	49,224	56,900	44,658	46,100	44,700	45,800
4. Travelling and other compensatory allowances including house allowance	10,000	8,363	10,900	8,956	11,600	8,767	8,600	8,900	9,100
5. Contingencies .. ..	..	..	..	..	..	..	..	..	..
6. Provident Fund Bonus	8,700	7,581	8,900	8,332	8,000	0,278	10,900	11,000	11,000
7. Grant-in-aid on behalf of the children of Neutral Control Staff (employed at Khanalampura) .. ..	..	..	100	9	100	..	100	100	100
Total ..	1,76,400	1,53,533	1,77,900	1,57,684	1,81,500	1,55,034	1,65,100	1,66,100	1,65,000
Less—Amount on account of cut ..	..	..	10,300	..	4,100	..	5,200	5,200	..
Less—Estimated amount by which budget requirements can be reduced due to re-appropriation being admissible ..	..	..	26,200	..	15,000	..	..	..	..
Total ..	1,76,400	1,53,533	1,41,400	1,57,684	1,62,400	1,55,034	1,50,900	1,60,000	1,65,000
<i>Non-recurring expenditure :—</i>									
8. Gratuity .. ..	..	1,119	600	..	600	259	600	600	1,000
Net Total ..	1,76,400	1,54,652	1,42,000	1,57,684	1,63,000	1,56,103	1,60,500	1,61,500	1,66,000

(a) For details of establishment see Statement X page 140.

APPENDIX D.]

ANNEXURE TO RESOLUTION No. 32.

Budget of the Neutral Control Junctions including Neutral Umpires for the year 1935-36—(concl'd.)

Explanation of difference between budget sanction for 1934-35 and revised estimate for 1934-35.

	Rs.
Budget sanction for 1934-35 ..	1,60,500
Revised estimate for 1934-35 ..	1,61,500
Net increase ..	1,000

Decrease.	Increase.
Rs.	Rs.

Recurring expenditure :—

Increase under salaries of Train examining staff, travelling and other compensatory allowances and Provident Fund Bonus on account of Neutral Umpire at Katni-Murwara (new appointment from 1st February 1934 but not budgetted for in the estimate for 1934-35) .. .. .	..	2,900
Decrease in salaries of Train examining staff due to retrenchment ..	500	..
Decrease in wages of Labour Staff due to retrenchment ..	1,400	..
Total ..	1,900	2,900
Net increase ..	1,000	

Explanation of difference between budget sanction for 1934-35 and estimate for 1935-36.

	Rs.
Budget estimate for 1935-36 ..	1,66,000
Budget sanction for 1934-35 ..	1,60,500
Net increase ..	5,500

Decrease.	Increase.
Rs.	Rs.

Recurring expenditure :—

Increase under junction establishment on account of Neutral Umpire at Katni-Murwara (new appointment from 1st February 1934 but not budgetted for during 1934-35) .. .. .	..	2,540
Increase in salaries of subordinate staff due to annual increment ..	..	200
Decrease under junction establishment on account of retrenchment ..	3,440	..
Increase under travelling and other compensatory allowances including house allowance .. .. .	..	500
Increase under Provident Fund bonus .. .. .	..	100
Increase if general cut in salaries is restored .. .. .	..	5,200
Total ..	3,440	8,540

Non-recurring expenditure :—

Increase under gratuity .. .. .	..	400
Net total ..	3,440	8,940
Net increase ..	5,500	

ANNEXURE TO RESOLUTION No. 32.

STATEMENT VI.

Budget sanction for 1934-35 and estimate of expenditure for the year 1935-36 for the Association as a whole.

Heads of Account.	Conference Branch.		Wagon Interchange Branch.		Neutral Control Headquarters.		Neutral Control Junctions Including Neutral Umpires.		Total.	
	Budget sanctions 1934-35.	Budget estimate 1935-36.	Budget sanctions 1934-35.	Budget estimate 1935-36.	Budget sanctions 1934-35.	Budget estimate 1935-36.	Budget sanctions 1934-35.	Budget estimate 1935-36.	Budget sanctions 1934-35.	Budget estimate 1935-36.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<i>Recurring expenditure.</i>										
*1. Salaries of Gazetted Officers	19,800	15,100	30,300	23,400	29,400	24,000	..	..	70,500	62,500
*2. Overseas pay	1,300	900	1,000	1,500	1,100	800	..	..	4,300	3,200
*3. Travelling and other compensatory allowances of Gazetted Officers including House allowance ..	600	800	900	1,300	1,500	2,100	..	..	3,000	4,200
*4. Salary of Office Superintendent	2,100	2,100	3,300	3,500	1,800	1,600	..	..	7,200	7,200
*5. Provident Fund Bonns of Gazetted Officers and Office Superintendent ..	1,800	2,800	2,800	4,500	1,500	3,100	..	..	6,100	10,400
6. Salaries of Office Establishment	25,800	27,100	63,700	65,800	18,500	19,400	5,200	5,400	1,13,200	1,17,700
7. Salaries of Train Examining Staff .. ..	..	..	..	..	..	..	94,200	93,600	94,200	93,600
8. Wages of Labour Staff ..	..	..	..	..	..	..	46,100	45,800	46,100	45,800
9. Travelling and other compensatory allowances of subordinates ..	1,000	1,000	900	900	1,600	1,600	8,600	9,100	12,100	12,600
10. Contingent office expenses ..	3,000	3,000	5,600	5,600	1,800	1,800	..	..	10,400	10,400
11. Reporting meetings ..	..	1,000	..	..	..	..	..	..	..	1,000
12. Printing charges ..	6,000	6,000	..	..	..	..	..	..	6,000	6,000
13. Medical expenses ..	600	600	800	800	200	200	..	..	1,600	1,600
14. Provident Fund Bonns of subordinates ..	2,000	2,100	5,000	5,200	1,500	1,600	10,900	11,000	19,400	19,900
15. Conference expenses ..	1,000	1,500	..	..	..	..	..	..	1,000	1,500
16. Prize Essays ..	1,000	1,000	..	..	..	..	..	..	1,000	1,000
*17. Rent	2,900	2,800	4,500	4,500	2,500	2,100	..	..	9,000	9,400
18. Grant-in-aid on behalf of the children of Neutral Control Staff employed at Khana-lampura .. ..	..	..	..	..	..	..	100	100	100	100
Total ..	68,900	67,800	1,19,700	1,17,000	61,400	58,300	1,65,100	1,65,000	4,16,100	4,08,100
Less—Amount on account of ent ..	5,100	..	2,600	..	1,200	..	5,200	..	14,100	..
Total ..	63,800	67,800	1,17,100	1,17,000	60,200	58,300	1,59,900	1,65,000	4,01,000	4,08,100
<i>Non-recurring expenditure.</i>										
*10. Gratuity of Gazetted Officers and Office Superintendent ..	..	..	..	..	8,000	..	..	..	8,000	..
20. Gratuity of subordinates ..	4,400	4,400	3,000	3,000	1,000	1,000	600	1,000	9,000	9,400
*21. Passages of Officers under Lee Concessions ..	..	1,000	..	1,500	..	900	..	..	..	3,400
*22. Leave allowance in India ..	..	..	..	..	..	..	..	..	..	..
*23. Leave allowance in England	6,600	9,500	10,100	15,200	5,800	7,700	..	..	22,500	32,400
Total ..	74,800	82,700	1,30,200	1,36,700	75,000	67,900	1,60,500	1,66,000	4,40,500	4,53,300
Less—Credit from Railway Board for A. L. of Stations ..	3,000	3,000	..	..	..	..	..	..	3,000	3,000
Net total ..	71,800	79,700	1,30,200	1,36,700	75,000	67,900	1,60,500	1,66,000	4,37,500	4,50,300

* Out of total estimate of Rs. 1,10,700 on account of General administration during 1935-36, Rs. 84,700 have been debited direct to the Wagon Interchange and Neutral Control Headquarters Branches in proportions of Rs. 55,400 and Rs. 29,300 respectively in accordance with Res. 33 of 1933 Conference.

APPENDIX D.]

ANNEXURE TO RESOLUTION No. 32.

Budget sanction for 1934-35 and estimate of expenditure for the year 1935-36 for the Association as a whole—(concl'd.)

Summary of explanation of difference between sanction for 1934-35 and estimate for 1935-36.

					Rs.
Estimate for 1935-36	..	..	..	..	4,50,300
Sanctions for 1934-35	..	..	..	..	4,37,500
					<hr/>
				Net Increase	12,800
					<hr/>

Decrease.	Increase.
Rs.	Rs.

Recurring expenditure—

Decrease in salaries and overseas pay of Gazetted Officers due to discontinuance of contribution payable to N. W. Railway in respect of leave, etc., of Deputy General Secretary	5,800	..
Increase on account of increments of Gazetted Officers .. ..	..	1,000
Decrease on account of leave allowance of Mr. B. Lawrence, General Secretary, being separately provided under non-recurring expenditure*	13,600	..
Increase in travelling and other compensatory allowances of Gazetted Officers due to provision for house allowance .. ..	..	1,200
Increase in expenses of office establishment due to annual increments .. ..	..	4,500
Increase under junction establishment on account of Neutral Umpire at Katni-Murwara (new appointment from 1st February 1934 but not budgetted for during 1934-35) .. ..	..	2,540
Decrease under junction establishment on account of retrenchment	3,440	..
Increase in travelling and other compensatory allowances of subordinates .. ..	..	500
Increase due to provision being made for reporting meetings .. ..	..	1,000
Increase in Provident Fund Bonus of subordinates due to annual increments .. ..	..	500
Increase in Conference expenses due to additional Conference in March .. ..	..	500
Decrease in rent	500	..
Increase if general cut in salaries is restored .. ..	..	14,100
	<hr/>	
Total	23,340	25,840

Non-recurring expenditure—

Decrease in Gratuity of Gazetted Officers	8,000	..
Increase in Gratuity of subordinates .. ..	..	400
Increase on account of leave allowance and passages of Mr. B. Lawrence, General Secretary† .. ..	..	21,200
Decrease in leave allowance of Mr. Bliss	3,300	..
	<hr/>	
Net total	34,640	47,440
	<hr/>	
Net increase	12,800	

* See item
† below.† See item
above.

ANNEXURE TO RESOLUTION No. 32.

STATEMENT VII.

Conference Branch.

Establishment of Superior and Subordinate staff including menials.

Designation.	Strength.		Scale of pay.			Budget sanction for 1934-35.	Budget estimate for 1935-36.	Remarks
	1934-35.	1935-36.	Minimum.	Increment.	Maximum.			
			Rs.	Rs.	Rs.	Rs.	Rs.	
General Secretary ..	1	1	2,500	100	3,000	31,100	33,400(f)	General Adminis- tration.
Dy. General Secretary ..	1	1	1,950	0	1,950	29,200	26,700 (g)	
Assistant Secretary ..	1	1	350	30	800	7,530	9,990 (h)	
Overseas pay .. ..	..	..	..	..	..	4,300	3,225	
Office Superintendent ..	1	1	500	25	600	7,200	7,200	
Assistant Office Superintend- ent	1	1	200	10-300-15	450	2,845	2,965	
Tariff Clerk	1	1	300	25	450	3,975	4,275	
Assistant Tariff Clerk ..	1	1	140	10	200	1,800	1,920	
Stenographer	1	1	180	10	300	(a)	(a)	(a) This post is vacant.
Stenographer	1	1	130	10	180	2,160	2,160	
Clerk not exceeding ..	1	..	160	10	240	..	..
Clerk not exceeding ..	1	1	150	10	200	(b)	(b)	(b) This post is vacant.
Clerks not exceeding ..	2	2	104	6	140	2,844	2,988	
Clerks not exceeding ..	6	6	65	5	100	6,090	6,455	
Typist not exceeding ..	1	1	65	5	100	1,140	1,200	
Clerks not exceeding ...	8	8	39	3	60	3,361 (c)	3,499 (c)	(c) Three posts are vacant.
Peon not exceeding ..	1	1	21	1	24	264	264	
Peons not exceeding ..	6	6	13	1	20	1,120	1,192	
Watchman not exceeding ..	1	1	10	0	10	(d)	(d)	(d) This post is vacant.
Sweeper not exceeding ..	1	1	10	1	15	144	156	
Garden staff not exceeding..	4	4	45	0	45	(e)	(e)	(e) These posts are vacant.
Total ..	41	40	..	..	..	1,05,073	1,07,589	

(f) Includes Rs. 17,800 on account of leave allowance, etc., in England of Mr. B. Lawrence, General Secretary.

(g) Includes Rs. 3,300 on account of Offg. allowance of Dy. General Secy. during Mr. Lawrence's leave.

(h) Includes Rs. 1,500 on account of allowance of Assistant Secy. during Mr. Lawrence's leave and a sum of Rs. 600/- at Rs. 50 per mensem on account of House allowance to the present incumbent of the post.

ANNEXURE TO RESOLUTION No. 32.

STATEMENT VIII.

Wagon Interchange Branch.

Establishment of Subordinate staff including menials.

Designation.	Strength.		Scale of pay.			Budget sanc- tion for 1934-35.	Budget esti- mate for 1935-36.	Remarks.
	1934-35.	1935-36.	Minimum.	Increment.	Maximum.			
			Rs.	Rs.	Rs.	Rs.	Rs.	
Assistant Office Superintendent ..	1	1	200	10-300-15	450	4,320	4,500	
Interchange Inspector ..	1	1	300	10	350	(a)	(a)	(a) This post is vacant.
Clerks not exceeding ..	3	3	150	10	200	4,650 (b)	4,800 (b)	(b) One post is vacant.
Stenographer ..	1	1	130	10	180	2,160	2,160	
Clerks not exceeding ..	4	4	104	6	140	6,432	6,576	
Clerks not exceeding ..	17	17	65	5	100	15,810 (c)	16,560 (c)	(c) 2 posts are vacant.
Typist not exceeding ..	1	1	65	5	100	1,020	1,080	
Clerks not exceeding ..	51	51	30	3	60	24,228 (d)	24,882 (d)	(d) 16 posts are vacant.
Typists not exceeding ..	3	3	30	3	60	1,224 (e)	1,296 (e)	(e) One post is vacant.
Jamadar peon not exceeding ..	1	1	25	1	28	312	324	
Peons not exceeding ..	14	14	13	1	20	2,774	2,942	
Watchman not exceeding ..	1	1	12/8	..	12/8	150	150	
Daftrie not exceeding ..	1	1	22	1	30	360	360	
Sweeper not exceeding ..	1	1	12	1	15	180	160	
Sweeper not exceeding ..	1	1	10	1	12	(f)	(f)	(f) This post is vacant.
Total ..	101	101	..	..	..	63,680	65,810	

ANNEXURE TO RESOLUTION No. 32.

STATEMENT IX.

Neutral Control Headquarters.

Establishment of Superior and Subordinate staff including menials.

Designation.	Strength.		Scale of Pay.			Budget sanction 1934-35.	Budget estimate 1935-36.	Remarks.
	1934-35.	1935-36.	Minimum.	Increment.	Maximum.			
			Rs.	Rs.	Rs.	Rs.	Rs.	
Neutral Control Officer	1	1	700	50	1,000	11,700	11,360 (a)	
Inspector	1	1	450	25	550	5,950	6,233	
Head Clerk	1	1	104	6	140	1,536	1,680	
Stenographer	1	1	65	5	100	1,200	1,200	
Clerks not exceeding	17	17	39	3	60	9,072 (b)	9,504 (b)	(b) 3 posts are vacant.
Peons not exceeding	4	4	13	1	20	766	814	
Total	25	25	..	..	..	30,224	30,781	

(a) Includes Rs. 710 on account of contribution to B. N. Railway towards leave salary, etc., of Mr. J. Moir, Neutral Control Officer, for the period from 1-4-35 to 7-7-35 and a sum of Rs. 600 at Rs. 50 per mensem on account of House allowance to the present incumbent of the post.

APPENDIX D.]

ANNEXURE TO RESOLUTION No. 32.

STATEMENT X.

Establishment of Train Examiners and other staff at Neutral Control Junctions including Establishment of Neutral Umpires.

Designation.	Strength.		Scale of pay.			Budget sanction 1934-35.	Budget estimate 1935-36.	Remarks.
	1934-35.	1935-36.	Minimum.	Increment.	Maximum.			
Neutral Umpires—			Rs.	Rs.	Rs.	Rs.	Rs.	
Class A	1	1	325	25	400	4,425	4,700	
Class B .. ..	..	1	200	10	250	..	2,510	
Head Neutral Train Examiners—								
Class A	3	3	325	25	400	15,250	15,550	
Class B	3	3	250	10	300	9,850	9,930	
Neutral Train Examiners—								
Class A	11	11	120	10	200	10,580	(a) 17,820	(a) 2 posts are vac
Class B	23	23	60	5	100	24,310	26,035	
Class C	24	17	45	5	50	12,638	(b) 8,400	(b) 2 posts are vac
Assistant Neutral Train Examiners	23	23	20	5	40	8,140	(c) 8,652	(c) 6 posts are vac
Clerks	8	8	39	3	60	5,220	5,400	
Wheelmen—								
Class A	87	87	20	1	30	27,312	(d) 28,560	(d) 5 posts are vac
Class B	67	56	12	1	19	10,224	(e) 8,550	(e) 16 posts vacant.
Coolies	55	52	12	as. -/8/-	16	8,538	(f) 8,700	(f) 7 posts are vacant.
Total ..	305	285	..	..	..	1,45,617	1,44,857	

APPENDIX E.

ANNEXURE TO RESOLUTIONS Nos. 23 TO 26.

Report of Sub-Committee No. 2 appointed under Resolution No. 2 of October 1934.

MEMBERS :

Mr. V. E. D. JARRAD	..	..	B. N. Railway (<i>Chairman</i>).
Mr. P. H. MAFLIN	..	..	H. E. H. the N. S. Railway.
Mr. A. V. VENABLES	..	..	E. I. Railway.
Mr. J. C. HIGHER	..	..	N. W. Railway.
Mr. L. W. VAN SOMEREN	..	..	E. B. Railway.

NOTE.—Members of the Operating Committee were co-opted for Subject No. 16.

Subjects Nos. 4, 6, 16 and 18.

1.—The resolutions proposed in connection with Subjects 4 and 6 are self-explanatory, and as regards No. 18, no cases have been submitted necessitating the appointment of Advisory Committees for the year 1935-36.

2. The consideration of the General Secretary's Report on the Wagon Pool for the year ending 31st March 1934 (Subject No. 16) brings again very prominently to notice the serious position with which Broad Gauge Railways are placed in respect of the available effective wagon stock—a position which has been brought about by the increasing number of "uneconomical" wagons which are at the present time included in our total Broad Gauge wagon stock.

3. A brief history of the uneconomical wagon question in recent years may not be out of place here.

In February 1932 the Operating Committee in their Resolution O/288 expressed the opinion that the subject of uneconomical wagons included in the stock at the disposal of the Wagon Pool required the immediate consideration of the Railway Administrations concerned, and recommended that the possibility of withdrawing such wagons from the Pool should be investigated and reported on by the General Secretary.

4. The General Secretary's report which was based on details supplied by the various Railway Administrations, showed that there were then about 17,000 wagons in the Pool which were uneconomical either in maintenance or operation, or both, and the Operating Committee were forced to the conclusion (Resolution No. O/310) that these wagons must be retained and kept in repair until funds could be provided to replace them, and strongly recommended that steps should be taken to replace them as early as possible.

The Conference accepted this recommendation at their meeting in October 1932, and it was transmitted to the Railway Board forthwith. In October 1933—a year later, the Railway Board reverted to the subject and asked the Conference to consider and report on a memorandum which had been prepared in their office. This memorandum required that a sound financial justification should be prepared for an extensive programme of renewals, and asked for certain detailed information regarding the present day numbers and ages of wagons classified as uneconomical in maintenance and repairs, and the comparative costs of maintaining and repairing such wagons against similar costs for new wagons.

5. The memorandum was considered by the Operating Committee and as a result the Conference appointed a Sub-Committee to investigate the matter with a view to decide what constitutes an uneconomical wagon from the financial point of view, and to provide the other detailed information asked for by the Railway Board. In the meantime the Railway Board had agreed in direct correspondence with the Agent, E. I. Railway, that about 4,000 of the uneconomical wagons on that line should not be repaired. The Sub-Committee appointed by the 1933

APPENDIX E.]

ANNEXURE TO RESOLUTIONS Nos. 23 TO 26.

Conference reported in March 1934; and this report which is printed in the Addendum to Subject No. 16 was forwarded to the Railway Board, and is the last official communication on the subject between the Conference and the Railway Board.

6. The Report of the Sub-Committee showed that there were on the E. I., B. N. and G. I. P. Railways 14,010 uneconomical wagons (including the 4,000 E. I. R. wagons which the Railway Board had agreed should not be repaired), *i.e.*, during the peak traffic period of 1934, 10,000 wagons classified as uneconomical were actually in service, and as is brought out in paragraph 27 of the General Secretary's Report on the Wagon Pool, every one of these 10,000 wagons had to be commissioned in use in order to meet traffic demands during that period. The Sub-Committee, after an analysis of the problem from the financial point of view, recommended that the wagons belonging to the E. I., B. N. and G. I. P. Railways, shown as uneconomical in the statement attached to their report, should be replaced rather than re-conditioned, and that the position on other Railways should be examined on lines similar to those discussed in their report.

7. No official communication has been received from the Railway Board up to date with reference to the Sub-Committee's Report, or the recommendations made in it, but it is understood that their decision still hinges on the comparative financial advantages of re-conditioning as against replacing some part, or the whole of this uneconomical wagon stock. As will be seen from the Sub-Committee's Report, this is not the only investigation made at the instance of the Conference into subjects cognate with that under discussion.

8. The Economic Life of Rolling Stock was reported on by a Sub-Committee of the Mechanical Section in 1927, and again in 1929, after the opinions of British and other European and American Railways and Institutions had been consulted, and the result may be summed up in an opinion expressed by Mr. H. N. Gresley, Chief Mechanical Engineer of the London and North Eastern Railway.

He said—"It is not practicable to construct a formula by which it can be determined when any particular unit has reached the end of its useful life. The final decision must depend on a variety of factors such as obsolescence, design, capacity, cost of operation and maintenance, etc."

9. It would seem therefore that the question whether it is more economical to replace or recondition a wagon cannot be determined by recourse to exact financial comparisons, and that a decision depends on practical if more arbitrary considerations.

10. But whatever course is pursued in the determination of the problem, the point of importance is that the question of the uneconomical wagon on Broad Gauge Railways in India demands urgent and definite decision in the interests both of public requirements and of railway economies.

SUBJECT No. 4.

East Indian Railway's representation regarding wagon hire charges for February 1933 (Broad Gauge).

The Sub-Committee agree with the expression of opinion in Operating Committee's Resolution O/353, *viz.*, that the E. I. Railway are, under the rules, liable for hire, and the Sub-Committee recommend therefore that no remission of hire be granted. They are further of opinion that it is not feasible for the Director of Wagon Interchange to distinguish between uneconomical and other wagons so long as the former remain in the Pool.

SUBJECT No. 6.

Mechanism for controlling the speed of wagons in gravity and hump marshalling yards.

The Sub-Committee recommend that any railway that possesses information on this subject should submit it to the General Secretary for reference to the Mechanical Section who should then, in the light of this information, further consider the necessity for a deputation to Europe.

ANNEXURE TO RESOLUTIONS Nos. 23 TO 26.

SUBJECT No. 16.

To consider the General Secretary's report on the Wagon Pool for the year ending 31st March 1934.

The Sub-Committee recommend for the consideration of the Conference, the following draft resolution :—

(i) That the Railway Board's special attention be drawn to paragraph 27 of the General Secretary's Report on the working of the Broad Gauge Wagon Pool for the year ending 31st March 1934 and to Resolution O/403 of the Operating Committee, both reproduced below :—

Paragraph 27 of the General Secretary's Report on the Wagon Pool for the year ending 31st March 1934 :—

Except for a short period during February 1934 referred to in paragraphs 2 and 3, the Pool was able to meet all demands made on it. This result was rendered possible only by the satisfactory reduction between March 1933 and February 1934 of the number of wagons temporarily out of service, *vide* paragraph 10. In the General Secretary's reports for the previous two years, when traffic was abnormally light, reference was made to the narrow margin between demand and supply of wagons which would result from a trade recovery. The recovery has been such that in the busiest period of the year the margin was reduced to a minus quantity. Estimates of future wagon requirements have been based on an increase during the busy season of 1933-34 of 10 per cent. over the 1931-32 traffic, for which the Association estimated 136,500 effective wagons would be required. Actual traffic reached the estimated figure and it is significant that during the peak period every one of the 135,000 effective wagons was pressed into service as against the 128,700 wagons which the Railway Board considered would be sufficient to handle this traffic which, it may be noted, has been taken as their estimated figure for 1934-35 also. The welcome continuation of traffic improvement which has marked the opening weeks of 1934-35, however, indicates that the traffic during that year will be considerably more than 10 per cent. in excess of the traffic during 1931-32 and emphasises the necessity of :—

(a) maintaining the number of wagons temporarily out of service so that it does not exceed the present figure, *i.e.*, 12,000 :

(b) obtaining, in addition to the 2,882 renewal wagons which it is understood the Railway Board have ordered for delivery in 1934-35, a substantial instalment of the renewal of the 14,010 uneconomical wagons referred to in paragraph 5 ;

(c) ensuring the maintenance in serviceable condition of such of the 14,010 uneconomical wagons as are not replaced by new ones before 31st December 1934.

Anything short of these measures would, I am afraid, bring home in an unpleasant fashion the fact that the risk of the Pool not being able to reap the full benefit of the swing of the trade pendulum, which I referred to in my report for 1931-32, was not an imaginary one.

Resolution No. O/403 of Meeting No. 24 (July 1934) of the Operating Committee :—

The Operating Committee having read the report of the Sub-Committee, dated Calcutta, 5th and 6th March 1934, on the subject of "Uneconomical" wagons, note the recommendations with regard to the replacement of some 10,000 out of 14,000 wagons, classed as "Uneconomical," belonging to the E. I., B. N. and G. I. P. Railways and desire to draw attention to the fact that the traffic dealt with at the commencement of 1934 required the use of these 10,000 wagons. The Committee are of the opinion that if equal tonnage, or an anticipated larger tonnage, is to be handled in the next busy season, it is essential that all "Uneconomical" wagons, the replacement of which is contemplated, should be maintained in efficient running condition until such wagons are actually replaced.

(ii) That pending a final decision as to replacement or re-conditioning of these uneconomical wagons funds be provided without delay for putting them into serviceable condition.

(iii) The Conference would emphasise that failing immediate action on these lines there is likely to be a serious wagon shortage next busy season

APPENDIX E.]

ANNEXURE TO RESOLUTIONS Nos. 23 TO 26.

SUBJECT No. 18.

Advisory Committees—appointment of—for the year 1935-36.

As no suggestions for Advisory Committees have been received, the Sub-Committee have no recommendation to make.

(Signed) V. E. D. JARRAD (*Chairman*),

„ P. H. MARLIN,

„ A. V. VENABLES,

„ J. C. HIGHET,

„ L. W. VAN SOMEREN.

APPENDIX F.

ANNEXURE TO RESOLUTIONS Nos. 27 to 30.

Report of Sub-Committee No. 3 appointed under Resolution No. 2 of October 1934.

MEMBERS :

Mr. J. W. GORDON	Jodhpur Railway (<i>Chairman</i>).
Mr. B. M. CROSTHWAITE	Burma Railways.
Mr. F. H. BIBRA	B. S. Railway.
Mr. D. A. FETTES	R. & K. Railway.
RAI SAHEB RAM KISHAN	G. B. S. Railways.
Mr. R. W. F. BUTTERFIELD	B. B. & C. I. Railway.
Mr. D. Y. ANDERSON	Messrs. Martin and Co.
Mr F. C. NISSEN	J. & D. Railway.

SUBJECT No. 10.

Issue of a single pass form to cover both outward and return journey over foreign railways.

1. This subject was examined under four sub-heads, viz. :—

(i) Should a single pass form to cover both outward and return journey be adopted ?

(ii) If so, should a standard form be recommended ?

(iii) What procedure should be followed in checking the use and issue of such passes ?

(iv) What modifications to Conference Regulations were necessary ?

2. The Sub-Committee were of the opinion that the introduction of such a form would definitely result in a saving in work and stationery, and therefore recommend that such a form be adopted.

3. It was, however, not considered necessary to recommend the adoption of a standard form. After all, all that is necessary is that the form or forms adopted should contain essentials.

In an endeavour to attain unanimity, the Sub-Committee recommend that the form* in use on the E. I. Railway be adopted as a model. This form, it is considered, contains all essentials with the exception that provision should be made for the inclusion of particulars of break of journey both on the outward and return journey.

*See page 149.

4. The E. I. Railway form is deemed to be superior to the one suggested by the N. W. Railway in that the receipt portions are two in number, one of which is filled up and detached from the pass form at the destination station of the outward journey, the other being filled up at the destination station of the return journey and submitted, as is the pass form itself, to the Chief Auditor or Chief Accounts Officer of the collecting railway. This procedure enables two distinct checks to be effected, one by the issuing railway, and the other by the destination railway of the outward journey.

It is further suggested that a monthly return of passes issued be submitted to the Chief Auditor or Chief Accounts Officer of the railways over which passes have been issued, and to the Chief Auditor or Chief Accounts Officer of the home railway. This proposal agrees with that made by the Deputy Agent (General), E. I. Railway.

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It is considered that this is a simpler and less laborious method than the one suggested by the Audit and Accounts Committee.

5. In view of the recommendations made above it will be necessary to modify Rule 88 (28) of Conference Regulations, Part II, 1934-35 edition, as suggested in the resolution proposed. The Sub-Committee realise that the rule, as it stands, is fundamentally adequate; but, in an endeavour to eliminate all possibility of ambiguity, they recommend the insertion of the words "and to the Chief Auditor or Chief Accounts Officer of the home railway."

6. The Sub-Committee recommend that:—

(i) The issue of a single pass form to cover both outward and return journey over foreign railways be adopted.

(ii) While a standard form is not deemed essential the form* now in use on the E. I. Railway be adopted as a model as it contains all essentials, with the exception that provision should be made for the inclusion of details of break of journey both on the outward and return journey.

(iii) Rule 88 (28) of Conference Regulations, Part II, 1934-35 edition, be modified as under:—

"A monthly return of passes issued is to be submitted to the Chief Auditors or Chief Accounts Officers of the railways over which passes have been issued and to the Chief Auditor or Chief Accounts Officer of the home railway not later than the last day of the month following that to which they relate."

SUBJECT No. 12.

Passes to guardians of children of employees attending schools.

1. The Sub-Committee are of the opinion that one modification to the rule suggested by the Agent, M. S. M. Railway, is necessary. In part (i) of the rule suggested by him it was proposed that a member of the employee's family or related to the employee's family should be entitled to the class of pass to which the employee is eligible.

2. The Sub-Committee consider that the expression "related to the employee's family" is so indefinite as to make abuse of the concession suggested inevitable. It is, therefore, considered that the concession suggested should be confined to a member of the employee's family or a dependent relative. This constitutes the only modification deemed necessary.

3. The Sub-Committee recommend that:—

If the guardian be:—

(i) a member of the employee's family or dependent relative .. may be granted the class of pass to which the employee is eligible.

(ii) a paid nurse or governess or friend of the employee .. may be granted a second class pass or if this be higher than the class of accommodation to which the employee is eligible the class of pass to which the employee is eligible.

(iii) a domestic servant .. may be granted a third class pass.

SUBJECT No. 22.

Revision of privilege ticket order forms.

1. The Sub-Committee consider that the separation of the application from the order form would definitely result in a decrease in work. It is therefore recommended that this separation be given effect to.

*See page 149.

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2. It is considered, however, that the application form should be one purely for privilege ticket orders, and should not include applications for leave or passes. This is deemed necessary in view of the fact that on some railways applications for leave are dealt with in one office, those for passes and privilege ticket orders in another.

3. The difficulty in connection with the separation of the combined form at present in use is as follows :—

The application form has to be signed by the applicant as also by two witnesses. The objects of the attestation by the witness are :—

- (i) to ensure that the signature is that of the actual applicant,
- (ii) to certify that the parties for whom privilege ticket orders are required are as described in the application form.

The order form also provides for the signature of the applicant.

The two signatures, one on the application form and the other on the order form, constitute a check as it enables the booking clerk issuing the ticket to ascertain whether or not the tickets are being issued to the actual applicant. Immediately the forms are separated, this check is destroyed.

4. To overcome this difficulty it is suggested that, in the form proposed by the Personnel Section, provision should be made for the signature of a witness to the actual applicant's signature. This witness should be a responsible official in the applicant's department. The procedure suggested will, it is considered, overcome the objections raised by the Agent, A. B. Railway.

5. The consideration of the case under examination is governed to an appreciable extent by precautions to be taken to prevent fraud. It is suggested that cases of this nature should, in future, be subject to examination and consideration by the Audit and Accounts Committee.

6. The Sub-Committee recommend that :—

- (i) the application and the order form for privilege tickets should be separate.
- (ii) the application form—which should be for privilege ticket orders only and not for leave and passes in addition—should be as per Appendix D, page 89 of Conference Regulations, Part II, 1934-35 edition.
- (iii) the order form recommended by the Personnel Section at their Meeting No. 1 (1934) be accepted, with the exception that provision should be made thereon for the signature of a witness to the signature of the applicant whether the latter is travelling or not. This witness should be a responsible official of the applicant's department.

SUBJECT No. 23.

Free conveyance of persons accused of non-cognizable offences under the Railway Act.

1. The Sections of the Railway Act governing such offences are 108, 112, 113, 118 and 123. The only Sections of any importance are 112 and 113.

2. Under the Criminal Procedure Code a non-cognizable offence is one in which a Police Officer may not arrest without a warrant. When, however, a person who, there is reason to believe, will abscond or whose name and address are unknown and he refuses to give them or when given are reasonably believed to be incorrect, the case should be sent to the Magistrate in accordance with the provisions of Section 170 of the Criminal Procedure Code as a cognizable case within the definition of Section 4 (f) of the Code, although the offence alleged against the accused be not in itself cognizable.

3. It will therefore be clear that when a ticketless passenger is ejected from a train and subsequently transported, under Police escort, the offence for which he is being placed before a Magistrate is a cognizable and not a non-cognizable one. If this be not admitted, the whole procedure as it stands is strictly illegal.

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4. The only remaining case is the one in which the address given by a passenger is found to be correct, and he is summoned to appear before a Magistrate. The Sub-Committee cannot see that any material advantage will accrue to railways by granting free conveyance to the accused. Should the accused fail to appear before a Magistrate the offence immediately becomes a cognizable one.

5. The Sub-Committee feel that the demand now made may be merely the precursor of many others, and fear that, if agreed to in this case, it will be followed by demands for free conveyance of witnesses, etc., not only from their place of residence to the Court, but back again. The Sub-Committee are therefore of the opinion that free conveyance should definitely be refused and recommend that :—

Free conveyance should not be given to persons accused of non-cognizable offences under the Railway Act.

(Signed) J. W. GORDON (*Chairman*),

„ B. M. CROSTHWAITE,

„ F. H. BIDRA,

„ D. A. FETTES,

„ RAM KISHAN,

„ R. W. F. BUTTERFIELD,

„ D. Y. ANDERSON,

„ F. C. NISSEN.
